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8.00 „	to	10.00 „ ...	„	10 „
10.00 „	to	11.00 „ ...	„	15 „
11.30 „	to	12.45 p.m....	„	15 „
12.45 p.m.	to	1.15 „ ...	„	10 „
1.15 „	to	1.45 „ ...	„	15 „
1.45 „	to	2.15 „ ...	„	10 „
2.15 „	to	5.00 „ ...	„	15 „
5.00 „	to	8.10 „ ...	„	10 „

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1.00 p.m.	to	5.00 „ ...	„	15 „
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Hongkong, 27th July, 1915. [725

GALLIPOLI FIGHT OF JUNE 28.

VICTORY OF BRITISH BAYONETS.

STORMING THE NULLAH TRENCHES.

Reuter's special correspondent at the Dardanelles telegraphs under date June 29th:—

Yesterday as the result of a brilliant attack by our forces a mile of ground was gained on our left front, and the enemy were driven out of five lines of trenches with very heavy loss. A strategical advantage was gained, which will essentially modify the situation in our favour.

In order to appreciate what happened it must be remembered that the attack on June 4th left us with an outward bulge in the centre of the line, the centre having been pushed forward about a thousand yards in advance of the flanks.

As far as the right was concerned, the inequality was corrected to a certain extent by the French advance last week. On the left flank, where at many points our trenches were only a few yards from the Turks, local fighting has been incessant since June 4th. The enemy has been bombed out of trench after trench, and has counter-attacked desperately. At night there have been short and bloody scuffles from trench to trench, which have usually resulted in our men bombing and bayoneting the Turks out of the particular section of the trench attacked.

To the desperate quality of these mostly unchronicled encounters the condition of the newly-occupied trenches bears sickening witness. The central part of the position on the left is a long, deep, winding ravine, called by our Army the Nullah, and marked on Turkish maps as the Saghir Dere river, of which it is the bed. The Nullah runs up from the sea for several miles to the hill barrier of which Achi Baba is the central point, where it loses itself in a cluster of smaller ravines. Its course, although very irregular, is roughly parallel with the seashore, and in it you are never more than a half-mile from the sea. Usually the distance is less.

On the left the Nullah is separated from the sea by a high, narrow plateau, from the seaward edge of which you have a sheer drop of 400ft. and more to the water's edge. The opposing trenches start from the very edge of the cliff across the plateau, dip into the Nullah, and start again from the other side of it, whence they run across the peninsula. It was the coastal plateau from the bottom of the Nullah to the sea against which the main weight of the attack on June 28th was launched.

A GREAT BOMBARDMENT.

The way for the attack was prepared by the most tremendous hammering from our artillery that the enemy has yet had. At 9 in the morning our heavy artillery, the quantity and weight of which must have been a surprise to the enemy, opened a terrific fire of heavy shells on the Turkish trenches and kept it up for two hours. From the sea a number of ships close to Cape Helles and the Talbot farther up the coast plastered the enemy's position. The destroyers *Wolverine* and *Scorpion* also bore a useful part in hammering the enemy's trenches.

It was a magnificent sight from the cliff above Cape Helles to see the huge bursts of smoke and dust leaping up in an even line following the course of the enemy's trenches with deadly precision. High over everything floated an observation balloon fettered to a ship and "spotting" for our gunners, who never aimed to better purpose. An enemy aeroplane tried to drop a bomb on the balloon, but missed and was driven off.

At 10.30 our field artillery opened fire. Their special target was the barbed wire in front of the enemy's trenches. They were completely successful. Gaps were cut through the wire in all parts of the line, as the speed with which the infantry attack was carried to a victorious conclusion showed.

THE BOOMERANG RUSHED.

Now was the time for the work of the infantry to begin. In the bottom of the Nullah the British and Turkish outposts met a few yards apart, with barbed-wire barricades and sandbags between them. On the right side—that is, looking up the Nullah—the Turks had a position known as the Boomerang Fort or Boomerang trench from its shape. It is a main trench, with innumerable independent saps running along the side of the ravine, which it enters about 100 yards behind what was then the Turkish firing line.

The Boomerang enfiladed all attempts to advance up or along the side of the ravine, and has been the scene of many bomb attacks which resulted in the capture of Turkish trenches by our men, who were now so close to the Boomerang itself that they had only to leap over their own parapets, cross a few yards of ground, and jump into it. Needless to say that, as at ordinary times, it was courting death to show one's head above the parapet, the danger of the enterprise could not be estimated by the distance. The task of capturing the Boomerang was assigned to a famous regiment which has an unbroken record of splendid service since the day of the landing in the peninsula.

At 10.45, after a preliminary pounding of the Boomerang by high-explosive shell and by a French trench-mortar throwing a very powerful bomb, the order was given to advance. The men were waiting crouched under the parapets of the trenches, with their rifles at the ready. All were on raised platforms or on ladders, so that they could get over the parapet in a single bound. At a signal the men sprang over the top and rushed across the intervening space and jumped down into the Boomerang trench. The British troops got into the trench with surprisingly small loss, and, once inside, they made short work of the defenders. The position was captured in a few minutes.

CHARGE IN THE OPEN.

The main attack was launched at 11, when on the artillery extending their range, three battalions rushed the first three lines of the Turkish trenches on the plateau between the cliff and the sea, which were carried in brilliant fashion, the men tearing through the gaps made by our field artillery in the wire.

The first two trenches are very close together and small opposition was encountered. The trenches were full of Turkish dead, and about a hundred survivors surrendered. On the right of the Nullah two battalions delivered a splendid attack simultaneously, capturing two lines of trenches and some prisoners. Further to the right and in front of Krithia our attacks encountered very severe opposition and practically no headway was made. The real objective, however, was the ground on the left of the Nullah.

At 11.30 a.m. an advance was made over the lines of trenches already captured, and our men took two more lines of Turkish trenches. This, for the onlookers, was the most spectacular moment of the day. These two first lines of trenches were separated from the first two by several hundred yards of open ground. Our men could be seen, the sun shining on their bayonets, advancing in magnificent style as if no enemy were near them. The whole operation was carried out in from half an hour to an hour. The enemy were fairly on the run and could be seen from the ships hurriedly retiring.

In the afternoon our troops were engaged in beating off the enemy's counter-attacks. The Turkish artillery was very active, but was outmatched by ours, which, moving its range up as our troops advanced, kept a line of shells bursting on the enemy's receding front all day. At 7 in the evening the brigade which captured the two last lines of trenches made a further advance, supported by the battalion of Indian troops, to capture the small ravine in front of their position, and in this it succeeded.

The night was fairly quiet, but about 4 in the morning a force of about 400 Turks who had worked their way down the Nullah climbed up on to the plateau between the first and second line of the conquered trenches. They were detected and caught in a converging Maxim and rifle fire, and were utterly crushed. Not more than a quarter escaped back into the Nullah.

VALLEY OF HORRORS.

To-day was spent in consolidating the position gained and in clearing up the mess left behind by the Turks. This afternoon I examined the position in the Nullah and the Boomerang trench. The latter, although I am told the worst has been cleared away, remains the most horrible place on earth. In the bottom of the Nullah dead Turks are lying in shallow pools of green water. Many have lain there unburied for months.

In the Boomerang and British trenches around it, which were all originally Turkish, the stench is frightful. The parapets are built up over bodies of dead men, Turks and British, for the Turks use the dead as bullet-stoppers, and after a fight is over throw earth over them to make parapets.

The whole of the Boomerang is still full of Turkish equipment, rifles, bayonets, bombs, cartridge belts, and boxes.

In the Nullah itself one sees piles of barbed wire which our men had cut their way through yesterday, as the artillery could not reach it. The list of captures is not yet complete. Over 200 prisoners were taken and a vast amount of equipment, together with a large number of machine guns, of which many were buried by the Turks in the trenches. Many of the prisoners are wounded.

The result of the attack yesterday was that we pushed our left well out beyond the centre. The extreme left resting on the sea is now the most advanced portion of the line, which slopes diagonally across the peninsula, the right being well southward of the left. Yesterday's attack had its own object, which was fixed beforehand, and was attained.

THE AGONY OF POLAND.

HOSTILE FORCES WHO PRAYED INSTEAD OF FIGHTING.

The terrible plight of the Poles is vividly pictured by a writer in the *Journal de Geneve*.

For nine months, says the writer, three immense armies have been fighting in Poland. The Russians have invaded Austrian Poland; the Germans Russian Poland. Millions of armed men are ever pouring into these regions and fighting battles the like of which have never been seen. In this torrent of humanity there are 1,500,000 Poles, but they are not fighting under the same flag. They are fighting against one another in the three camps. Can a more tragic fate be conceived?

Two hostile detachments, composed wholly of Poles, unexpectedly found themselves face to face near Limanova, in the Carpathians. They were so close that they could hear one another talking in Polish. Moved by a sudden impulse they knelt down and recited the Lord's Prayer, after which they retired in separate directions. Not a shot had been fired. They met again some days later, lost amid the mass of armies, and killed one another without knowing it.

The war extends over three-fourths of Polish territory. The immense front from the Mazurian lakes to the extremest Carpathians is exclusively Polish soil. Two-thirds of Poland, inhabited by 13 millions of Poles, are occupied by the Austro-German armies. Almost the whole of Austrian Poland, inhabited by eight million souls, was till quite recently in the hands of the Russians. Five thousand villages and 200 towns have been bombarded and burnt. All industry is paralysed. Everywhere there is misery, famine, and disease.

The victory of Germany and Austria would mean for the Poles a continuance of the partition at present in force, and the ruin of the hopes of the Poles. The victory of Russia means the reconstruction of Polish unity under the Tsar, a prospect which is not regarded with enthusiasm. The Poles want the Western Powers to persuade Russia to make them independent, as one of the indispensable elements of the new Europe.

INSECTS AS CARRIERS OF DISEASE.

SIR F. TREVES A VICTIM.

The National League for Physical Education and Improvement held a meeting at the Mansion House last month to inaugurate a campaign to prevent "the spread of epidemics by insects in war time." Bishop Boyd Carpenter presided in the absence of Sir Frederick Treves, who wrote:—

"I am sorry I cannot attend the meeting. More than a month ago—just before I left for Mudros—I acquired, through flies, I expect, a complaint in Alexandria which has got gradually worse, until now I am laid up in bed and unable to do anything. Had I been able to attend the meeting I should have liked to have laid stress upon the gravity and importance of the subject. In South Africa during the war there were more casualties due to flies than to bullets. In France the presence of so many unburied dead makes the fly question a very serious one. In Alexandria, owing to the vast number of cavalry horse lines near the town the trouble of the flies is becoming really distressing. It only wants a definite source of infection to be introduced for an epidemic to run rampant. A fly should be looked upon as nothing but a spreader of disease. When once the people realize what the fly can do, and does do, the remedy is easy. Here is a work within the compass of the humblest, a really great work. Fly-borne disease should cease to exist. Its very existence is a discredit to the intelligence of the people."

Bishop Boyd Carpenter referred to the annoyance caused by flies, and mentioned the difficult conditions prevailing in the trenches. He referred to an outbreak of typhus in Ireland which was traced to some infected clothing which was imported from Glasgow.

Dr. Sambon, the eminent authority on tropical diseases whose labours have done much to unravel the mystery of the insect carriers of infection, sketched the history of former wars in relation to epidemics, and showed how terrible the effect of these diseases could be upon armies. He told again shortly the story of the Panama Canal and of the warfare waged by the Americans, under Gorgas, against the mosquito of yellow fever, which defeated and destroyed the French effort. Dr. Sambon spoke also of the terrors of elephantiasis and hook-worm disease in the tropics, and said we had neglected to deal with "these preventable diseases" as we should have done. America had led the way. This was a misfortune, since our scientific workers were the finest in the world. We must deal with flies as Gorgas dealt with the mosquito. The recent outbreak of typhus in Serbia killed more men than did the Austrians. It was typhus which destroyed the French Army in the retreat from Moscow. Yet application of scientific knowledge in the shape of a warfare on the lice stamped out the disease.

"A FLY YEAR."

Professor Lefroy, who dealt chiefly with the house-fly, said that the exhibition which had been arranged at the Zoological Gardens would show that every one could do something to help stamp out the pest. The house-ly carried summer diarrhœa from child to child, and thus killed from 5,000 to 15,000 children under one year old annually. It also carried typhoid and cholera. "This is going to be a fly year," said Dr. Lefroy, and added that his work had shown him that we must expect a huge number of the insects. The weather had suited them. He could take people round London and show them the breeding places of flies. He protested that the open manure heap was a danger and a scandal, and should be prohibited. We must educate people, we must insist on cleanliness, especially in the home, and we must exercise measures of fly control.

Professor Simpson, of King's College, strongly supported these views. A subsequent speaker, a member of the United States Health Service, emphasized the importance of enlisting women in the campaign. Women could do so very much in the home if their sympathies were aroused. They could prevent dirt and also see to it that all animal and vegetable refuse was burnt.

FOOTBALL WITHOUT PROFESSIONALS.

DECISION FOR CONTINUANCE OF THE GAME.

At a conference of the English, Scottish, Southern and Irish Leagues held at Blackpool a month ago, it was unanimously decided that the best interests of the nation and those engaged in the war and preparing the munitions of war, will be best served by the continuance of football.

In view of the possibility of some leagues deciding upon a class of football inconsistent with the competitions hitherto provided, it was agreed to treat all players of clubs connected with any league other than their own, as retained players, and clubs cannot sign, or attempt to sign, any such players without the consent of the club for which they were registered on April 30th last.

Each league is to consider the desirability of approaching its national association to discontinue the registration of professional players during the ensuing season, and for such period all professionals will be considered amateur players as in the case of professionals who have joined the Navy and Army and who thereby automatically become amateurs.

After the conference the Management Committee of the Football League recommended that in view of the pressing need for recruits and workers capable of engaging in supplying munitions of war, and in the hope that every eligible young man will find in the service of the nation a higher call than the playing of football, the League competition for next season should not be proceeded with.

It was to be decided at the annual meeting, on July 19th, at the Connaught Rooms, London, whether the usual competition shall be played or what games shall be substituted, if any.

Mr. Harry Lauder has applied for £10,000 of the War Loan.

INTIMATIONS

DRINK

ALLSOPP'S

BRITISH PILSENER

BEER.

SOLE AGENTS:

CALDBECK, MACGREGOR & Co.

WINE & SPIRIT MERCHANTS.

15 QUEEN'S ROAD CENTRAL.

[16

GIVE YOUR RAZOR A NEW LEASE OF LIFE.

75 Cts. per Dozen.

Remember we do all kinds of grinding and edge making. We sharpen Clippers, Shears, Scissors, Pocket Knives, Surgical Instruments, etc.

WE SHARPEN EVERYTHING.

CAMPBELL, MOORE & CO., LTD.

Hongkong, 22nd July, 1915. [687

KEROSENE.

WHAT Oil do you get? and what do you pay?

Probably you tell your boy to get just "Oil" from the Compradore. Why not tell him to get

"FISH" OR "CROWN"?

It is just as easy, and you will be certain to get something good. Besides, you will pay less.

THERE IS NO BETTER OIL THAN

"FISH."

Packed in cases. Price $3.75 per case.

THE BEST OIL FOR ORDINARY HOUSEHOLD USE IS

"CROWN."

Packed in naked tins without case. Price for 2 tins, $3.50.

KUI YICK & Co.,

73, Queen's Road West.

Hongkong, 7th June, 1915. [726

THE STING OF SCIATICA.

The stinging pains, the stabbing knife-thrusts of agony—the fearful tortures of this dread disease have no more terrors for those who have tried and so know the power of LITTLE'S ORIENTAL BALM. If you have not used this miraculous remedy your faith may be weak. You may doubt its efficacy. You despair of relief. But note this fact: vast multitudes of Sciatica victims have been cured by LITTLE'S ORIENTAL BALM. They suffered as you do. They doubted as you do. But they tried it, used it, and the pain disappeared. Go thou and do likewise. To-day is the time.

Sold at 1s. 4d. per bottle.

Agents for Hongkong:—

Messrs. A. S. WATSON & Co., LTD.

[414-7

CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL ON

By CHAS. J. HALCOMBE,

Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.

THE VOLUME, which consists of 48 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. REMIN.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home.

PRICE ..... $2.50.

To be obtained from Messrs. KELLY & WALSH, LTD., Messrs. BREWER & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

PARIS MODES.

THE PASSING OF GERMAN INFLUENCE.

[BY "THE TIMES" PARIS FASHION CORRESPONDENT.]

During the last year the French dressmakers have had many hard problems to solve, and there will be almost harder ones when things have to be straightened out after the war. With admirable pluck they have kept things going, and some of them have not done badly, supported as they were by foreign trade.

America made a trial of making her own models, but found it unsatisfactory. Russia came to Paris by devious ways to buy generously. England sent her merchants so that the rich foreigners who had taken refuge with her might have the newest models; Canadians bought largely, and South America spent as much money in the Rue de la Paix as ever. The Balkan States which were not fighting spent money with pleasure, and Italy in those days had not put away her pretty frivolities for the Red Cross *coiffe*. Added to all this the Parisiennes, after a few months of complete retirement, began to dress again in moderation and although they did not buy as usual they helped to keep things going.

The result of these combined efforts is not a mean one, and if foreign trade goes on next season without serious interruption many business disasters will be avoided. Necessarily, profits are smaller, but so are expenses. Obviously materials are less abundant, but half the battle of a dressmaker's success lies in her power to adapt, and it is quite safe to say that the French dressmakers will find a way out of all minor difficulties if only they have the people to buy their models.

A FASHION PROTEST.

In the *Temps* last week Mme. Camille Duguet, who is the editress of several French fashion papers and a well-known authority on dress, complains of the number of papers which pose as being French publications, when in reality they are published in Vienna or Berlin. She also says that the leading Paris dressmakers, with a few exceptions, have hitherto shown more inclination to favour Vienna, Berlin, and New York with news of their latest models than to give them to French papers. Personally, Mme. Duguet has found much inconvenience in her work from this custom among the dressmakers, and she condemns it politely but firmly.

I add my protest to hers in the name of London. Not once, but many times, has London been forced to give way to Berlin, Vienna, and New York in houses where half the society women in England could be counted among the regular *habituées*.

As Mme. Duguet says, it would be encouraging to think that such things will be changed after the war, and, as she goes on to remark, we must hope that with them other changes will also come about. German taste was answerable to no small extent for the extravagant fashions which have been denounced so vigorously by them; and although the German flavour was somewhat softened by Parisian influence, it was not done away with. Crude colours, coarse embroideries, and clumsy furs were chiefly due to the craze there was for German art; and the madness did not stop at dress. It began to eat into the heart of French homes. The furniture was becoming Germanized, the architecture shows hideous examples of German taste, and as half the country was overrun with German servants even the cooking began to suffer.

VANISHED COSMOPOLITANISM.

In remarking on Mme. Duguet's letter, the *Temps* says that, considering the trouble the Germans took to get the best models from Paris, it is astonishing that the German women were always *si mal fagotées*. It is also extraordinary that some of the dressmakers who had the name for being most Parisian in their taste were, even in those days of before the war, frankly German. On looking back, that old life of Paris seems impossible. All its inconsequence, all its extravagances, its immense cosmopolitanism have vanished, and Paris is more French to-day than it has been for many years. No one can imagine what it will be like when the war is over, but there is sure to be an interval before it again becomes the pleasure ground of the rich foreigner.

The war has proved how great was the German influence in this vast cosmopilitanism, and we cannot but ask ourselves what will happen when the time for peace comes again. Will Munich again rule the arts and crafts? Will the *magasins de Nouveautés* once more fill their counters with German-made flowers and toys? Will the German servant again find a place in the home of the *bourgeois*, and the German shopman again appear in every trade? But to question in detail all the German inventions and German customs which inundated Paris before the war is impossible. Some we shall miss, we may even regret one or two, but most of them we shall speed away with joy and breathe the better for their going.

In no trade was German influence greater than in dress, and to look round the Rue de la Paix at present gives every one interested in clothes something to think of. We remember the beginning of each new season and its crowd of buyers, so many of them with unmistakable accents; we notice the emptiness of some of the big signboards, and we remember that once they bore names that were unquestionably German. In the houses, where French taste and management have always governed there is pardonable triumph, and all these houses hope to reap the reward of their patriotism when peace comes again. What they mean to ask us to wear next autumn no one knows yet, but special emphasis is certain to be put on French styles. The rage for military things will have gone by, and there is every reason to hope that fashions will be graceful and feminine without being insipid and unpractical.

In an essay on the effects of the war a student in a Yorkshire college the other day wrote: "Before the war England was a land of pleasure, now it is a land of prayer. Surely the Kaiser is to blame for all this."

KWANGTUNG FLOOD RELIEF FUND.

The Tung Wah Hospital begs to acknowledge with thanks the following donations to the Kwangtung Flood Relief Fund:—

T. T. from the Chung Wah Wooey Kwon of Melbourne £350 at 1/9 5/16	$3,941.35
T. T. from the Chinese merchants of Chemor	1,000.00
St. Paul's Girls' School	100.73
Kai Ming School	60.00
Chik Kwan School	28.00
Per Mr. Su Yan of the Canton and Macao Steamboat Wharf	26.00
1 Chinese subscriber	12.80
3 Chinese subscribers of $2.50 each	7.50
62 Chinese subscribers of $2 each	124.00
1 Chinese subscriber	2.20
Already acknowledged	$420,671.59
Total	$425,974.17

OVER-SPECULATION IN TRADE AT MUKDEN.

The following is taken from the *Manchurian Daily News*:—

The Mukden branches of the Mitsui Bussan Kaisha and Messrs. Kodera & Co. signed with Chinese produce dealers there contracts for the purchase of Bean Cake to the respective amounts of 160,000 pieces and 180,000 pieces for delivery on December 1st, 1914. The prices ranged from S. Y.1.32 to 80 sen in small silver coins. The market had gone up high about the delivery date and stood at about S. Y.1.40. It is said that, these two large contracts being included, the total amount of forward contracts, by which the Chinese merchants were then bound, reached 27,000,000 pieces, which amount was by far too large for the Mukden market to supply. In such circumstances the Chinese sellers faced a serious crisis and a good number were threatened with a collapse if the delivery of stocks had been insisted upon. They adopted the tactics of dodging the Mitsui and Koderas. Chairman Sun of the Chinese Guild, etc., interceded and proposed a general cancellation of the contracts. The Japanese buyers, in appreciation of the difficult position of the Chinese sellers, were willing to accept the cancellation proposition. Both sides failed to agree about the cancellation price and the matter has been left standing since. The investment of capital by some Chinese Government officials is said to have been one of the causes which have left the issue open so long. On the 8th July, the Chinese Guild took up the matter and passed a resolution declaring the contracts invalid since speculative deals are prohibited by the Chinese Law. In truth there is an essential difference between forward contract deals and mere speculative deals. Especially the Chinese authorities have been conniving at even speculative deals for several years past. The Mitsui and the Koderas resented the adoption of the unreasonable resolution of the Chinese Guild and asked Gov. Chang to solve the issue inside three days. The Governor replied that he had instructed Prefect Chao to attend to the case.

PEPYS' DAIRY.

KITCHENER AND THE MASKS.

The following are extracts from the diary of the modern Pepys in the latest number of *Truth*:—

Meeting Mr. Eves, he hears from one in the Army Office, that the reason of my Lord Kitchener retracting his appeal to the publique for vapour masks so suddenly as he did was through a great parcel of above 200 thousand of these masks being found to be steeped in cyanide of potassium, or, as the vulgar call it, prussic acid (and in these presents a fitting name), whereby every soldier who had put on one of those maskes had been a dead man in 5 seconds. So hencetoward, all maskes shall be provided by the Army Office. Lunching with us Admiral Topper, and, says he, this is not the first time of enemy aliens essaying to poison our soldiers; but so long since as last Christmas a ship's load of plum pudding despatched to France, whereof the Navy Board informed that all the puddings be stuffed with poysoned plums, but this not known till 10 minutes after the ship had sailed; so orders sent by wireless telegraph to our underwater-boats, and 1 of them catches and sinks the ship with all the puddings. But was given out (for avoidance of panick) that she had been sunk by the German *U29*.

I heard this day from Mr. Parkin out of Huntingdonshire how certain rustic fellows of a village in those parts did spread it about that the innkeeper was a German, having in mind under that cover to invade his beer cellars.—Whereof he being warned did put jalap into his beer, and so these roysterers come and swilli it, to their very grievous undoing.

In Fleet Street I met Mr. Eves' son Jack, and with him to the Cheshire Cheese tavern, where we ate a stake pudding, as good a pudding, I think, as I ever ate, only for it having no oysters in it, not being the season. Jack Eves tells me of my Lord Northcliffe, how when he did publish last month his great manifestoe against my Lord Kitchener, he would have a like manifestoe in the *Times* news sheet; but in this his editor did withstand him stoutly, and they came to high words over it, but it ends in my Lord giving way. So now 'tis agreed that when my Lord would speak his mind very boldly, this he shall do in his *Mail* but in the *Times* only to be printed milder words of the like tenour. Which, says Eves, is like my Lord selling to his customers a noggin of neat brandy for ½ penny and a noggin of brandy and water for 1d.

The promoters of the National Egg Collection for the Wounded, who have collected up to date nearly five million new-laid eggs, and who require no fewer than 70,000 per day to meet the demands made on them, appeal for assistance in the work either in money or kind.

THE WAR AND CHINA COAST FREIGHTS.

We take the following from the *Manchuria Daily News*:—

Since the outbreak of the European War, the China coast steamer freights have abnormally risen, showing a striking contrast with those of several years ago.

In 1911, the rate on coal between Moji and Shanghai was quoted at $1.15 Mex. per ton, although it fell to $1.05 Mex. in January, 1912, and revived by about 60 cents to $1.65-$1.70 Mex. in the following Summer.

In January, 1913, it relapsed to $1.40 Mex. and again rose to $1.60 Mex. in March.

The current quotation is $2.80 Mex. per ton, and threatens to rise further with the increase of demand for coal.

The rise of freights, especially on staple produce, is particularly marked at South China ports, attracting to these directions a large number of vessels hitherto working the North China service.

Reverting to the rates on rice, the Bangkok-Hongkong rate, which was at 25 cents per picul in October, 1913, fell to 22 cents in June, 1914, two months ahead of the outbreak of the War. In April, 1915, however, the rate suddenly jumped up to 51 cents, and is quoted at about 45 cents at present.

The same may be said of the Saigon-Hongkong rate. In June, 1913, it was at the normal plane of 19 cents per picul, but depressed to 14 cents just one year after, and rose by 1 cent to 15 cents in the following August when the War broke out.

The rate steadily went up to 20 cents by last December, and suddenly leaped up to 40 cents in April last, in which month the traffic is usually the thickest in the whole year, but slightly fell to 36 cents in June last.

The charter rate has also risen.

In May, 1913, the German str. *Loongmoon*, 1,238 tons, was chartered at $8,500 Mex. per month, that is, $6.85 Mex. per ton, but in June last a 1,362 ton British steamer was taken up on time charter at $20,000 per month ($15.30 per net ton) at Hongkong.

RUSSIAN SHIPBUILDING ORDER FOR JAPAN.

A Petrograd despatch to the *Osaka Asahi* says it is stated there, on what appears to be good authority, that a steamship company in Odessa has decided to place an order with certain Japanese shipbuilding companies for the construction of some passengers boats of large type. This order will include eight A 1 steamers for service between the Crimea and the Caucusus, and another order which is under consideration includes several steamers that are intended for a foreign run. Japanese shipbuilders' agents now in Odessa are working upon plans in co-operation with Russian engineers.

HONGKONG VOLUNTEER CORPS.

ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.

JOINED.

Sapper L. Souza joined the Corps on 10th. inst., allotted Corps No. 1889 and posted to Engineer Company.

LEAVE.

The undermentioned are granted leave of absence as follows:—

Pte. K. Brayshay from 8.8.15 to 15.9.15.
Gr. C. A. Stanford „ 14.8.15 to 14.8.16.
Pte. J. C. Owen „ 22.8.15 to 22.9.15.

TRANSFER.

Gunner, W. G. Sewell from No. 1 Section Artillery Battery to Left Section M. G. Co., dated 3.8.15.

PARADES.

Parades for Wednesday, 11th instant:—

6.45 a.m.—The following members of Right Section M. G. Co.:—Ptes. Beltran, Castilho, Hart, Julyan, Johnson, Place, Remedios, Silva and Tangap—Musketry Instruction on Kennedy Road Range. Service Rifles to be carried. Corpl. Grimes, R.E., will attend.

Remainder of Right Section M. G. Co. Squad Drill and Skirmishing on Cricket Ground.

5.10 p.m.—Signalling Section—Skirmishing, under Sergt. Bullock. Fall in at Headquarters.

DETAIL.

Gun Club Hill, Kowloon:—

On duty until morning of 12th inst.—Scouts Co.

Officer on duty—Capt. Stewart.

Detention Camp, Kowloon:—

On duty to-night—Civil Service Co.

Officer on duty—Capt. Churchill.

On duty to-night—No. 2 Section Artillery Battery and four members of Signalling Section.

Officer on duty—Capt. Scott.

Orderly Officer until 12th inst.—Lt. Danby.

Orderly Sergt. until 12th inst.—Sgt. Silas.

G. E. STEWART, Captain,
Adjutant, H.K.V. Corps.

NOTICE.

The Mt. Austin Men's Society has arranged to hold a short entertainment on Wednesday evening, 11th August, in the Recreation Hall, Mt. Austin Barracks, at 7.45 p.m. The entertainment is open to all.

HONGKONG POLICE RESERVE.

GUARDS

Wednesday, August 11th.

British	1	Sergt.	and	4 men.
Portuguese	2	„	„	13 „
Chinese	2	„	„	14 „
Indian		„	„	3 „

O. C. Guard, Sergeant-Major Roylance.

Thursday, August 12th.

British	1	Sergt.	and	7 men.
Chinese	2	„	„	14 „
Portuguese	2	„	„	13 „

O. C. Guard, Chief Inspector Mason.

Friday, August 13th.

The details for Friday's Guard are altered and stand as follows:—

British	1	Sergt.	and	7 men.
Portuguese	2	„	„	13 „
Chinese	2	„	„	14 „

O. C. Guard, Crown Sergeant Watt.

Saturday, August 14th.

British	1	Sergt.	and	7 men
Chinese	1	„	„	10 „
Portuguese	2	„	„	10 „
Indian	1	„	„	7 „

RESIGNATION

P. C. Champion resigns on leaving the Colony.

F. C. JENKIN,
D. S.P. (Reserve)

INDIAN HIDE INDUSTRY.

EXTENSION TO THE FAR EAST.

CALCUTTA, July 12th.

Owing to the enterprise of Mr. S. L. Ho, the hide industry in India is to be extended to the Far East. Mr. Ho is a prominent member of the mercantile community in Hongkong, and owns large tanneries in Penang. On the outbreak of the war, realising that the closing of the German markets would have a marked effect on the hide market of this country, Mr. Ho set to work to find out how best to take advantage of this, and he is now visiting Calcutta in order to complete his arrangements. There are large quantities of hides in godowns and docks, and these have been examined. The Indian hides are 40 per cent. lighter than hides of other parts of the world, but this disadvantage is amply compensated for by the facility for transportation which exists. To convey hides from Calcutta to Penang takes only five to seven days, whereas it takes as many weeks to reach Penang from China, which has hitherto been Mr. Ho's chief source of supply. Those sold in Calcutta come mainly from Dacca, Patna and the Calcutta Corporation slaughter house at Tangra, but the best come from the military stations. The reason for this is that in the larger towns branding and otherwise marking the skins is extensively practised, with the result that the hides lose 50 per cent. in value. Some of the hides shown Mr. Ho were branded from neck to tail, and when these are tanned they fall to pieces. Although the quantity of hides Mr. Ho expects at first to receive is only some 7,000 per month, he hopes soon to be able to deal with larger quantities. It is satisfactory to note that some of the leather produced will probably be used in the manufacture of boots, saddlery and accoutrements for the British and Allied forces.

THE SHELL ARMY.

COOPERATION OF BIG FIRMS.

The big London stores are proposing a committee among themselves for the purpose of releasing for war munition work all the mechanics they can possibly spare from their staffs.

Mr. John Lawrie, of William Whiteley, Limited, has pointed out that the firms were hoping to co-operate and interchange mechanics to do the necessary repairs at their works. "For instance, if Harrod's one day were doing repairs and were short of ladies they could come to us and we would do what we could to help them. We hope that many other firms will join in the scheme."

ENEMY ALIEN DEBTORS.

£97,000,000 WORTH OF ALIEN PROPERTY IN ENGLAND.

The Trading with the Enemy Department of the Public Trustee's Office in London, which has invited returns of British property in territories occupied by enemy forces, has been busily engaged in accepting and recording particulars of British property in enemy countries.

An important point to be observed by those making returns is that if their enemy debtor has property in England such property can be, on application to the High Court, vested in the Public Trustee for the satisfaction of British creditors.

Mr. Runciman stated recently that returns already made to the Public Trustee show the existence in England of £97,000,000 of enemy property.

NEW X-RAYS INVENTION.

EASY LOCATION OF BULLETS IN BODY.

The finding of bullets or fragments of shell in the body by means of the X-rays has become possible through a new invention.

When a patient is examined by means of the ordinary X-rays a fragment of metal in the body appears as a black object on the screen, and no indication of the depth at which it lies is given. The new device produces an image in relief similar to that seen in a stereoscopic photograph: the interior of the body is seen in its true perspective.

An X-rays tube of special design is employed which produces two beams the same distance apart as the eyes, giving two images on the screen, each of slight different perspective. By means of a special eyepiece, which forms the most important part of the invention, these images are combined and give the effect described.

THE NORDDEUTSCHER LLOYD.

Syren and Shipping shows how seriously the war has affected the position of the Norddeutscher-Lloyd. It is reckoned that a total loss of £4,000,000 in traffic receipts has been sustained, of which £2,300,000 is in respect of North American trade. Against an income of £3,047,400 for 1913, after deducting cost of coal, wages, etc., it is estimated that the total for 1914 did not exceed £1,450,000. No dividend is possible, against 8 per cent. for the previous year; indeed, as expenses, interest, repairs, and depreciation probably required £2,015,000, there would seem to be a deficit of £565,000. The company's steamers laid up at neutral ports must be deteriorating at a rate far in excess of the normal, and the cost of maintaining stand-by crews is heavy. Four steamers of the fleet have been captured at sea since the outbreak of war, five were seized on entering British ports after the outbreak, four were detained in overseas British ports on the outbreak of war, one was detained in the United Kingdom, and three were detained in Egyptian ports.

INTIMATIONS

LANE, CRAWFORD & Co.

TELEPHONE 1741.

FURNISHING DEPT.

JUST RECEIVED:

CASEMENT CLOTHS

IN A VARIETY OF SHADES.

CRETONNES

AND

TAFFETAS

LINENS,

SHEETINGS,

TISSUES.

WIDE RANGE OF BORDERS TO MATCH.

PATTERN BOOK ON APPLICATION.

LANE, CRAWFORD & CO.

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WISEMAN, LTD.

14, DES VŒUX ROAD.

THE SELECT AFTERNOON TEA RESORT OF HONGKONG.

DELICIOUS CREAM ICES, ICED DRINKS AND LIGHT REFRESHMENTS.

TELEPHONE 407.

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THE TAIKOO DOCKYARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS

BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,

ELECTRICAL AND MECHANICAL ENGINEERS.

WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering Iron and Wood Work.

GRAVING DOCK—787' by 88' by 34' 6"
Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.
100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—
JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 B.H.P.
As supplied to the British Admiralty and War Office.
MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION, MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, ETC.

Dockyard Managers, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

BUTTERFIELD & SWIRE.
HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212. Telegraphic Address:—"TAIKOO DOCK." [30

PRINTING & BINDING

OF EVERY DESCRIPTION EXECUTED AT THE OFFICES OF THE

"HONGKONG DAILY PRESS,"

WHICH ARE REPLETE WITH ALL THE LATEST AND MOST UP-TO-DATE APPLIANCES FOR THE PROMPT PRODUCTION OF HIGH-CLASS WORK.

10A, DES VŒUX ROAD, HONGKONG.

NEW ADVERTISEMENTS

ON SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, JANUARY to JUNE, 1915. With INDEX. Price $7.50.
On Sale at the "HONGKONG DAILY PRESS" Office.
Hongkong, 10th August, 1915.

NOTICE.

ONE of our Chinese Employees, named A MAN, has been Dismissed from our service as from the commencement of this month. We, therefore, request our Customers not to hand over any Machines for repairs to him or to any other person unless he produces a signed authority from us.
RAMSEY & Co.,
59, Des Voeux Road, Hongkong.
Hongkong, 10th August, 1915. [818

HONGKONG ICE COMPANY, LTD.

NOTICE.

IN Accordance with the Provisions of No. 111 of the Articles of Association the General Managers have This Day declared an INTERIM DIVIDEND for the half-year ended 30th June, 1915, of TWO DOLLARS PER SHARE.
DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after TUESDAY, 24th instant.
The TRANSFER BOOKS of the Company will be CLOSED from the 12th to 23rd instant, both days inclusive.
JARDINE, MATHESON & Co., LTD.,
General Managers.
Hongkong, 9th August, 1915. [849

ROYAL HONGKONG GOLF CLUB.

NOTICE OF EXTRAORDINARY GENERAL MEETING.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Members of the above Club will be held at the Club House, Happy Valley, on FRIDAY, the 13th day of August, 1915, at 5.30 P.M., when the subjoined Resolution, which was passed at the Extraordinary General Meeting of the Members of the above Club held on the 29th day of July, 1915, will be submitted for confirmation as a Special Resolution:—
"That the Articles of Association of the ROYAL HONGKONG GOLF CLUB be altered in the manner following:—
That the following words be inserted in Article 42 after the word "Creditors":
"or be the subject of a nation between "which and Great Britain a state of war "exists."
By Order,
T. W. HILL,
Acting Honorary Secretary.
Hongkong, 30th July, 1915. [15

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 2nd August, to SATURDAY, the 14th August, 1915 (both days inclusive), during which period no Transfer of Shares can be Registered.
By Order of the Court of Directors,
N. J. STABB,
Chief Manager.
Hongkong, 27th July, 1915. [800

8% NANKING MILITARY BONDS.

PAYMENT OF SEVENTH COUPON.

NOTICE IS HEREBY GIVEN to the Public that the SEVENTH COUPON of the 8% NANKING MILITARY BONDS recognised and registered by this Ministry as valid will be paid on the 2nd of August, 1915 by the BANK OF CHINA, Peking, and its Branches at Shanghai, Foochow and Hankow, and by other specially designated Agencies.
THE MINISTRY OF FINANCE.
[823

WANTED.

A LADY returning to England in September desires the services of someone as Children's Nurse during the voyage in return for a passage (first class if necessary).
Apply to—
Box No. 7,
Care of "Daily Press" Office.
Hongkong, 7th August, 1915. [837

TO HIRE OR PURCHASE.

WANTED, TWO LARGE STEAM LAUNCHES with extensive passenger accommodation.
Monthly charter preferable. Negotiate with—
"A. B. C.,"
Care of "Daily Press" Office.
Hongkong, 7th August, 1915. [839

IN THE MATTER OF THE ALIEN ENEMIES (WINDING-UP) ORDINANCE, 1914,
AND
IN THE MATTER OF BEHN MEYER & COMPANY, LIMITED, AN ENEMY COMPANY WITHIN THE MEANING OF THE SAID ORDINANCE.

NOTICE OF SALE
OF
FREEHOLD AND LEASEHOLD LANDS AND HOUSES.
SITUATE AT
Collyer Quay, De Souza Street, Prince Street, Robertson Quay, Kanisah Marican Road, Mohamed Sultan Road and Grange Road, Singapore.
TO BE SOLD
BY
PRIVATE TENDER.

The 31st August, 1915, has been fixed as the last day for the acceptance of tenders.
Copies of the Particulars and Conditions of Sale and form of Tender can be obtained on and after the 25th June, from the Liquidator at No. 4, Collyer Quay, Singapore, or from the Undersigned.
BISSON & DELAY,
16B, CHANGI ALLEY, Singapore,
Solicitors for the Liquidator.
Singapore, 1st July, 1915. [766

INTIMATIONS

G. R.

GENERAL LICENCE UNDER KING'S REGULATIONS No. 10 of 1915.

WHEREAS under the provisions of the King's Regulations No. 10 of 1915 prohibiting trading with the enemy all persons subject to the jurisdiction of His Majesty's Supreme Court for China were prohibited from doing certain things save so far as licences might be issued enabling them to do so AND WHEREAS by paragraph XI. of the aforesaid King's Regulations it is provided that nothing in such Regulations shall be taken to prohibit anything which shall be expressly permitted by the King's license or by the license given on His behalf by a Secretary of State or on the like behalf by His Majesty's Minister in China whether such license be specially granted to individuals or be announced to classes of persons NOW THEREFORE I His Britannic Majesty's Minister in China hereby announce as follows:—

(1) In this license the words "person" and "enemy" shall have the same meanings as are given to them in the said King's Regulations No. 10 of 1915.
(2) Any person carrying on a retail business is permitted to supply for cash to an enemy articles of clothing, drugs, foodstuffs, wines, spirits, waters and other provisions and articles of ordinary household use or consumption and the necessities and accompaniments of daily life.
Any person is permitted to purchase for cash such articles from a retail business carried on by an enemy.
(3) Any person at the date of this license occupying any land, building, flat apartments or rooms belonging to an enemy is permitted to pay rent for the same to such enemy during the unexpired term of any existing lease or tenancy or during any renewal thereof.
(4) Any person being the lessor of any land, building, flat, apartments or rooms which at the date of this license is in the occupation of an enemy is permitted to allow the continuance of such occupation during the unexpired term of any existing lease or tenancy or during any renewal thereof. Any person is permitted to supply board and lodging to an enemy.
(5) Any person having at the date of this license in his or her employ an enemy performing services of a purely domestic nature is permitted to continue such employment and payment for such services during the unexpired term of any existing contract or during any renewal thereof.
(6) Any person being at the date of this license in the employ of an enemy for the performance of services of a purely domestic nature is permitted to continue in such service during the unexpired term of any existing contract or during any renewal thereof.
(7) Any person supplying gas, water, electric current or telephonic communication is permitted to supply the same with the fittings necessary therefor to an enemy, and any person is permitted to receive and pay for such services when supplied by an enemy or an enemy Municipality.
(8) Any British Municipality is permitted to perform its accustomed services to or for the benefit of an enemy, and any person is permitted to take advantage of and pay for the accustomed services of an enemy Municipality.
(9) Any person residing within the limits of an enemy Concession is permitted to pay the rates, taxes and dues levied by the Municipality or other proper authority in such Concession, for the maintenance and administration thereof. Any person carrying on the profession of a medical practitioner, surgeon or dentist is permitted to attend and treat an enemy as a patient, and any person desiring to do so is permitted to consult, and obtain treatment from, an enemy practising medicine, surgery or dentistry, and to make payment for such services.
J. N. JORDAN,
His Britannic Majesty's Minister.
Peking, 29th July, 1915. [814

G. R.

NOTICE.

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain SUPERINTENDENT OF POLICE, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.
Hongkong, 10th July, 1915. [738

TO LET.

NO. 4, "FAIRVIEW," Nathan Road, Kowloon.
No. 3, "THE ALBANY."
ROOMS, in Duddell Street.
"ROSENEATH," 2, Hankow Rd., Kowloon.
No. 6, BELILIOS TERRACE.
No. 25, BELILIOS TERRACE, with entrance on Conduit Road.
No. 27, BELILIOS TERRACE, with entrance in Conduit Road. In very good order.
ONE GODOWN, No. 8, Burrows Street, Wanchai.
TWO GODOWNS, in Duddell Street.
ONE LARGE SHOP in Queen's Road Central (opposite Hongkong Hotel).
"WOODBURY," No. 4, Hankow Road, Kowloon.
3 ROOMS, suitable for Offices, 1st Floor, Queen's Road Central.
"WESTWARD HO," Bonham Road.
"MERION," No. 6, THE PEAK, Unfurnished (6 Rooms).
"HOGATE," Austin Road, Kowloon.
No. 2, DES VŒUX VILLAS, 51, PEAK (Unfurnished).
No. 50, THE PEAK (6 CAMERON VILLAS.
Apply to— LISTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 2nd July, 1915 [43

HOUSES TO LET

G. R.

WAR DEPARTMENT.

TO LET.

IMMEDIATELY.—Nos. 4, 5, 9, 10, 12 and 13, AUSTIN AVENUE, Kowloon. Rent, including use of existing electric light fittings, $58 per month.
Particulars on application to—
O. C., A. S. C.,
Victoria Barracks, Hongkong.
Hongkong, 9th August, 1915. [843

TO LET.

FROM 1st September, that part of the building known as "STONEHENGE," No. 5, Robinson Road, now in the occupation of the Nippon Yusen Kaisha, particularly suitable for a Boarding House.
Apply to—
DAVID SASSOON & Co., LTD.
Hongkong, 10th August, 1915. [847

TO LET.

BRITISH CONCESSION, SHAMEEN.

ONE THREE-ROOMED FLAT, also Good Office and Godown accommodation.
Apply—
T. E. GRIFFITH, LTD.,
Canton.
Canton, 26th July, 1915. [798

TO LET.

FROM 1st September next, desirable SIX and EIGHT ROOMED Residences in Broadwood and Wong-Nei-Chong Roads, the latter commanding a Fine View of the Race Course.
For terms and particulars, apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 16th July, 1915. [767

TO LET.

HOUSES in LYEEMOON VILLAS and TORRES BUILDINGS, ready for occupation from the 1st August next.
Apply to—
SPANISH DOMINICAN PROCURATION.
Hongkong, 16th July, 1915. [501

NOTICE.

TO LET—A HOUSE at Observatory Villas Kowloon.
Apply to—
ARRATOON V. APCAR & Co.
Hongkong, 6th July, 1915. [729

TO LET.

WHOLE or PART SHOP in Chater Road.
Apply—
CLARK & Co.,
Opticians.
Hongkong, 29th June, 1915. [705

TO LET.

2ND FLOOR No. 1, DUDDELL STREET, for Office or Dwellings.
Apply within.
Hongkong, 1st June, 1915. [616

TO LET.

FOUR-ROOMED FLATS in Hanoi Road, Kowloon, and MAY ROAD, Hongkong, with possession on 1st September next. English Baths and Kitchen Ranges, Hot and Cold Water, Electric Light. First Class Modern Appointments throughout, including Water Carriage System.
"PENYBLEW," Minden Row, Kowloon, 6-Roomed House with Tennis Court.
2, MINDEN VILLAS, Kowloon, 5-Roomed House with Tennis Court.
FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.
FLATS in Nathan Road, Kowloon.
A FLAT in Humphrey's Buildings, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE Co., LTD.,
Alexandra Buildings.
Hongkong, 17th July, 1915. [580

TO LET.
From 1st March.

GODOWN, No. 6, Duddell Street.
Apply— A. B. AVASIA,
Care of E. PARANEY,
No. 1, Duddell Street.
Hongkong, 2nd February, 1915. [244

TO LET.

HOUSES in CLIFTON GARDENS, Conduit Road.
OFFICES, facing the Harbour between the Hongkong Club and Post Office.
58, THE PEAK "THE RETREAT."
21, WONG-NEI-CHONG ROAD.
GODOWNS, New Praya, Kennedy Town.
GODOWNS, at Wanchai Road.
Apply, etc.,
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 1st April, 1915. [38

TO LET.

OFFICES in ST. GEORGE'S BUILDING Second Floor, Overlooking Harbour immediate possession.
Apply to—
SHEWAN, TOMES & Co
Hongkong, 3rd December, 1914. [89

TO LET.

A HOUSE in Knutsford Terrace Kowloon.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 1st March, 1915 [45

QUEEN'S BUILDING.

TO LET, the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.
GODOWN, No. 9, Ice House Street.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 1st March, 1915. [35

INTIMATION

"THE WINE OF KINGS
THE KING OF WINES."

CHAMPAGNE
DE ST.
MARCEAUX

IS A GUARANTEED VINTAGE WINE.

VINBRUT, OR VERY DRY.

VINTAGE 1906.

THE WINE OF THE CONNOISSEUR.

SOLE AGENTS:

A. S. WATSON & CO., LTD.,

WINE & SPIRIT MERCHANTS.

HONGKONG.

[13

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.
LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 11TH, 1915.

THE POLITICAL CRISIS IN JAPAN.

JAPAN is in the throes of another political crisis which has wrecked the Government. Count OKUMA, however, remains as Premier, but the Ministers of Foreign Affairs, Marine, and Finance will resign. An explanation of the crisis issued from the headquarters of the Premier at the end of July stated that the Cabinet was unable to accept the responsibility of carrying out the Government programme "on account of the embarrassment caused to it by the bribery charges against a member of the Cabinet and others"; but this does not seem to us to adequately outline the situation, especially having regard to the changes which it is now announced are to be made in the Cabinet. The bribery charge alluded to in the Premier's statement is one in connection with the general election, and it is brought specifically against Viscount OURA, Minister of Home Affairs, who in connection therewith tendered his resignation a fortnight ago. Another outcome of that charge has been the arrest and detention in prison of the Chief Secretary of the House of Representatives. The resignation of the Minister of Marine and the Minister of Finance, as well as the Minister for Foreign Affairs, clearly indicates that something more than the allegations of bribery in the elections brought against an individual member of the Cabinet is at the root of the crisis. The Government of Japan, in fact, is confronted with some very difficult problems. For years past the nation has been looking forward to the fulfilment of promises of substantial relief from the heavy burden of taxation imposed after the war with Russia, but this has had to be postponed to a large extent on account of the insistent demands of successive Naval Ministers for larger appropriations for the Navy. No sooner has one programme been completed than appropriations for a new one have been demanded. Political circles have been agitated for some time past over a rumour that another programme of Naval expansion has been drawn up and that an appropriation in connection therewith is to be asked for in the forthcoming budget. According to the rumour, the programme will consist of four more battleships, four battle-cruisers, thirty destroyers, besides submarines and tender-ships for seaplanes, the building programme to extend over a period of six years, the total cost being estimated at 250 million yen. The taxpayer in evidently alarmed. "Why so great a Navy, utterly out of proportion to the wealth of the country, should be required is very difficult to explain," says a Japanese publicist who seems to voice the popular sentiment on the subject. "Besides," he says, "the Army is looking for the first opportunity to bring up its standard of strength to twenty-five Army divisions, and the taxpayers, it would seem, are not to be allowed to experience any relief." The Finance Minister's problem is where to find the money for this expansion scheme, especially in view of the financial situation created by the war in Europe. Japan has a heavy burden of debt and is paying interest on foreign loans amounting to about a million yen a year and redeeming at the same rate. It is recognised that the financial conditions created by the war in Europe will make the renewal of the foreign loans as they mature practically impossible, and the task of the Ministry of Finance therefore is manifestly one of extraordinary difficulty when the demands for naval and military expansion are being strongly pressed. That the Minister of the Navy as well as the Minister of Finance should have resigned from the Cabinet makes it difficult to form any idea as to the future position of this question, but these resignations certainly suggest that the problem of finding more money for the Navy has had as much to do with the wrecking of the Ministry as the bribery charge against an individual member of the Cabinet who resigned a fortnight ago.

A mail for Europe *viâ* Siberia closes to-day at noon.

Lieut.-Colonel R. S. Paul, who was with the 126th Baluchis in Hongkong, was wounded in the operations near Aden a month ago.

Public notice has been given that Messrs. Arnhold, Karberg & Co. ceased to act as General Managers of the Peking Electric Company, Ltd., as from 26th July.

Mr. Darnley's tender for the salvage of the *Emden* has been accepted. Mr. Darnley will form a company and send a steamer with special machinery to fit out the *Emden* and take her to Sydney.

A Japanese contemporary learns that the Osaka Shosen Kaisha, which recently inaugurated a freight service to Europe, is now contemplating a regular passenger service between Japan and European ports.

Twenty-three of the inmates of Culion leper colony, Philippines, apparently cured of the dread disease which occasioned their involuntary exile, will, within the next few days, return to their homes.

The firm of Wang Lee, Bangkok, have chartered the *Singaporean*, which is shortly returning to the Bangkok run, at $8,000 a month, the *Anna* at $10,000 and the *Tungus* at $9,000. The last two charters are in Hongkong currency.

At a meeting, at Ipoh, the Chinese unanimously decided to form a Perak Chinese Volunteer Corps, and a committee was formed to enroll recruits. Already several applications from Chinese youths born in the Straits and F.M.S. have been received.

The *Sumatra*, of 4,000 tons gross, which was for many years in the P. and O. service, was sold eighteen months ago for £15,000, and about six weeks ago was withdrawn from auction at £27,000. She has since, says *The Times*, been sold privately for a higher price. The vessel was built in 1895.

Commander C. A. Radcliffe, Master Attendant at Singapore, who returned from a short holiday at home in September of last year, has now proceeded to Europe on three months' leave and, it is understood, he will retire from office and not return to the Straits. His association with the Colony dates back to 1903, when he was acting Harbour Master at Penang.

GUARDING AGAINST FLOODS.

THE WORK OF THE TUNG WAH HOSPITAL DIRECTORS.

The Tung Wah Hospital authorities, in addition to having carried out extensive relief work among the sufferers by the West River Floods, are now devoting themselves to certain schemes for the greater protection of life and property. There are three heads of relief under which they are now working: immediate relief, temporary repairs, and the winter banking. Owing to the adequate manner in which the various relief centres have been organised immediate relief is not now necessary, and energies are now being centred upon temporary repairs, with the object of saving the second crop, and on the winter embankment work. At the present time any rice which is distributed is given as a dole in exchange for work done on the embankments of the river, by which means much good and useful temporary work has already been accomplished and growing crops have been preserved. For the purpose of carrying out this work, the Tung Wah Hospital have come to an agreement with the Canton relief society, who will put up $200,000 while the Tung Wah will subscribe $100,000. All of this will be spent on the temporary repairing of the embankments.

With regard to the scheme for banking work in the winter, Mr. Ross, the Secretary for Chinese Affairs, yesterday informed a *Daily Press* representative that the Tung Wah authorities were in possession of over half a million dollars. $200,000 of this had already been spent, but they will have over two lakhs of dollars to spend of the winter banking. As to whether all this money will be spent, or a certain amount retained as an emergency balance, is a matter to be discussed. Mr. Ross will be meeting the Canton authorities on Friday when ways and means will be dealt with. The Secretary for Chinese Affairs added that there was now absolutely no necessity for immediate relief, and the Tung Wah authorities were of the opinion that they could safely direct their energies to the preventive measures outlined above. Should any genuine cases of need be made known a supply of rice will be immediately despatched.

HONGKONG SANITARY BOARD.

There was very little business to be transacted at the usual fortnightly meeting of the Sanitary Board yesterday. The President (Mr. G. N. Orme) presided, and there were also present:—The Hon. Mr. W. Chatham (Vice-President), the Hon. Mr. E. A. Hewett, C.M.G., the Hon. Mr. S. B. C. Ross, Lieut.-Col. G. B. Crisp, Dr. Fitzwilliams, Messrs. Chan Kai Ming and Ng Hon Tsz, Dr. W. W. Pearse (Medical Officer), and Mr. W. Bowen-Rowlands (Secretary).

SCAVENGING OF STANLEY AND ABERDEEN.

The conditions of contract for the general scavenging of and conservancy of the villages of Stanley and Aberdeen came up for consideration, and the PRESIDENT said that the Board could appoint a small sub-committee to go into the conditions, or pass them and straightway invite tenders.

Mr. CHAN KAI MING intimated that he had certain objections to some of the clauses, and these were dealt with in Committee, after which the conditions were passed.

APPLICATIONS.

Applications for permission to erect an additional water-closet at the University Hostel and four water-closets (in lieu of one trough closet) at the St. Paul's Institution were recommended to the Governor-in-Council for approval.

DEATH OF THE CATHOLIC BISHOP OF AMOY.

A telegram has been received by the Spanish Dominican Procuration in Hongkong, announcing the death yesterday morning of the Catholic Bishop of Amoy, Mgr. I. Clemente, O.P., at the age of 62. For eighteen years the late Bishop was a missionary in Formosa and for another seventeen years Vicar Apostolic of South Fukien. His lordship was well-known in Hongkong and was recently on a short visit to the Colony. His death will be deeply regretted by the Catholic community throughout South China.

HONGKONG TRAMWAY CO.

Approximate statement of traffic receipts for the week ending 7th August:—

	Receipts for week.	Aggregate receipts for 32 weeks.
This year	$11,398	$340,500
Last year	14,106	377,338
Increase	—	—
Decrease	2,708	30,838

THE WAR.

BRITISH PROGRESS NEAR HOOGE.

GERMAN ATTACKS ON KOVNO REPULSED.

GERMAN WARSHIPS DAMAGED.

FAILURE TO ENTER GULF OF RIGA.

FRENCH AIR SQUADRON'S FEAT.

TURKISH BATTLESHIP SUNK BY SUBMARINE.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

BRITISH PROGRESS.

REPORT BY SIR JOHN FRENCH.

LONDON, August 9th.
9.55 p.m.

Field-Marshal Sir John French in a bulletin states that artillery on both sides has been active at Ypres since the 1st inst. We had the advantage.

Sir John adds: After a successful bombardment to-day, in which the French on our left co-operated effectively, we attacked and retook all the trenches at Hooge recently captured by the enemy. We further progressed northward and westward of Hooge, extending our front. The trenches captured measure 1,200 yards.

During the fighting we shelled and derailed a German train at Langemarck, setting fire to the trucks.

We captured three officers, 124 men and two machine-guns.

164 FRENCH BOMBS DROPPED ON SARREBRUCK.

FINE FEAT BY AIRSHIP SQUADRON.

PARIS, August 10th.

A *communiqué* says: The day has been relatively quiet along the whole front. Artillery actions have taken place at different points.

A squadron of 32 bomb-carrying aeroplanes, escorted by scouting machines, started this morning to bombard the station and a factory at Sarrebruck. The atmosphere was unfavourable, the valleys being shrouded in mist and the sky cloudy, but 28 machines reached their goal and dropped 164 bombs.

The escort drove off the Avatiks which attempted to bar the way of the squadron.

Numerous columns of smoke and fire were observed above the points bombarded.

CROWN PRINCE'S ARMY ACTIVE.

SUFFERS HEAVY LOSSES.

PARIS, August 8th.
6.05 p.m.

A *communiqué* says that the Germans yesterday launched fierce attacks in the Argonne. The Crown Prince's army in the evening succeeded in penetrating a French work, but they were driven out by a counter-attack. Then, at night time, the Germans attacked the Fillemorte sector and gained a footing in a trench. They were immediately expelled, except on a front of thirty yards.

The *communiqué* adds that the enemy made extremely violent assaults in the Vosges, especially against Lingekopf and Schratzmannele and the neck between these hills. The Germans were completely defeated and suffered heavy losses. Before one of our companies alone over a hundred German dead were found hanging in the wire entanglements.

[THROUGH REUTER'S AGENCY.]

A CURTAIN OF FIRE.

PARIS, August 9th.

Last evening's *communiqué* states that there has been violent fighting at Souchez and Neuville, in which the German attacks were completely defeated.

The grenade battle continues in Argonne, the French having the advantage.

The Germans in the Vosges made another attack against Lingekopf which completely failed. The French curtain of fire inflicted considerable losses on the enemy.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

TURKISH BATTLESHIP SUNK.

AMSTERDAM, August 9th.

A Turkish *communiqué* says the Turkish battleship *Barbarossa* has been sunk by an enemy submarine.

The greater part of the crew was saved, but the *communiqué* says the loss of the vessel, however, is regrettable.

[The *Barbarossa Hairredine*, which is doubtless the vessel referred to, was formerly a German battleship. She was launched in 1891. Her displacement was 10,000 tons and her main armament six 11-in. and eight 4-in. guns.]

RUSSIANS REPULSE GERMAN FLEET.

PETROGRAD, August 10th.

A *communiqué* states: We repulsed persistant attacks by a German fleet of nine battleships, twelve cruisers and numerous destroyers at the entrance to the Gulf of Riga on the 8th inst. Seaplanes, dropping bombs, contributed to our success.

An enemy cruiser and two destroyers were damaged by Russian mines.

LATER.

Russian naval circles explain the value attached by the Germans to securing naval possession of the Gulf of Riga, which would enable the Fleet to powerfully support the army occupying the western coast of the Gulf.

The Fleet on Sunday appeared off Dirben Strait, which is the only practicable channel for large ships to enter the Gulf. The enemy delivered three attacks, attempting to force the mine defences which the Russian Fleet, assisted by seaplanes, protected. All the attacks were repulsed.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

GERMANS ABANDON THE ATTEMPT ON RIGA.

DUE TO RUSSIAN TENACITY.

PETROGRAD, August 10th.

The abandonment of the German attempt on Riga marks the failure of the general scheme for forcing a battle with the retreating Russians before they reach the Brestlitovsk line. The stubbornness of the Russian defence of the Narew has contributed mainly to this important success.

[THROUGH REUTER'S AGENCY.]

ENEMY ATTACKS ON KOVNO REPULSED.

ENORMOUS LOSSES INFLICTED ON GERMANS.

PETROGRAD, August 10th.

A *communiqué* states that the enemy on Saturday night renewed his attacks on the fortifications of Kovno, and severely bombarded the Russian positions all Sunday with guns of all calibres, including the heaviest. The enemy's attacks against the Russian advanced positions were of a most desperate character. His assault on the western front of Kovno on Sunday night was everywhere repulsed with enormous losses. Russian artillery replied to the bombardment vigorously.

The Russians between the Dwina and the Niemen pressed the enemy in the direction of Friedrichstadt and dislodged the German advance guards northeast of Vilkomir from a number of villages, inflicting severe losses and taking a number of prisoners.

There were isolated actions on Sunday left of the Narew, particularly in the direction of Lomza and north of the Lomza-Ostrow road.

GENERAL.

[THROUGH REUTER'S AGENCY.]

GREAT FRENCH SUCCESS IN CAMEROON.

PARIS, August 9th.

The French are operating with great success in the Southern and Eastern territory of German Cameroon, and will soon re-occupy the whole of the Congo ceded to Germany in 1911.

The Germans have evacuated Gadi and the operations for encircling them continue to progress.

MORE "KULTUR."

FRENCH PRISONERS TREATED LIKE CONVICTS.

LONDON, August 10th.

A postcard from a French prisoner in Westphalia, received in Paris, says that 5,000 French prisoners have been especially chosen, on account of their birth and education, and segregated in a camp among the marshes, and are being treated like convicts as reprisals for the alleged ill-treatment of German prisoners in French colonies.

CANADIAN PREMIER AND THE WAR.

LONDON, August 10th.

Sir Robert Borden has received the freedom of the City of Bristol. In returning thanks for the honour, Sir Robert predicted that the Dominion contingents fighting in comradeship in France and at the Dardanelles would lend to greater imperial unity in the future. He paid a warm tribute to the successes of Beer and Briton in South-West Africa, and said he would take back to Canada an impression of strong determination that the struggle would not cease till it was brought to an honourable and triumphant issue. (Loud cheers.) The Dominion would give their best in the cause of the Empire and Liberty.

GERMAN RULE.

BELGIAN MINERS REFUSE TO WORK.

PARIS, August 10th.

It is reported that the disorders at Mons and Charleroi are increasing as the Belgian miners persistently refuse to work for the Germans, who are shooting the strikers.

ATTACK ON A CUNARDER.

A GERMAN ADMISSION.

LONDON, August 10th.

A despatch published in New York says that the German Admiralty confirm the report that a submarine attacked the Cunard liner *Orduna* without warning.

GERMAN MONEY FOR BULGARIA.

LONDON, August 10th.

Bulgaria has apparently succeeded in arranging with German banks for the payment of a further instalment of the loan concluded prior to the war.

[THROUGH REUTER'S AGENCY.]

WARSAW UNIVERSITY LIBRARY IN ENEMY'S HANDS.

PETROGRAD, August 10th.

The magnificent library of the Warsaw University could not be removed in time to prevent it falling into the enemy's hands.

SWEDISH NEUTRALITY.

LONDON, August 10th.

Reuter learns that all the rumours to the effect that Sweden is likely to abandon her neutrality are unfounded. Her relations with Russia are of a most friendly character.

FEEDING FRANCE.

PARIS, August 10th.

The Chamber has passed a Government Bill for the purchase of wheat and flour for provisioning the civil population.

RUMANIA'S NEW WAR CREDIT.

LONDON, August 10th.

The Rumanian Cabinet has voted a new war credit of £4,000,000 sterling.

BRITISH TREASURY BILLS.

LONDON, August 9th.

British Treasury Bills on the revised basis are at 4½ per cent. discount.

AUSTRALIA'S METAL EXCHANGE.

MELBOURNE, August 10th.

The Commonwealth has decided to establish a Metal Exchange on September 6th, after which all transactions must be conducted through the Exchange.

BRITISH TRADE RETURNS.

LONDON, August 10th.

Imports in July showed an increase of £10,171,663, and Exports a decrease of £9,683,869.

SEQUEL TO JAPANESE POLITICAL CRISIS.

COUNT OKUMA REMAINS PREMIER.

TOKIO, August 10th.

As a sequel to the political crisis of July 30th, Count Okuma remains Premier, but the Ministers of Foreign Affairs, Marine and Finance will resign.

VISIT TO INTERNED OFFICERS.

REPORT OF AMERICAN REPRESENTATIVE.

The American Embassy in Berlin transmitted to the Foreign Office through the American Ambassador in London last month a copy of a report of a visit by Mr. Jackson to the camp for officers, prisoners of war, at Danholm, near Stralsund, and a list of British officers interned there. Mr. Jackson says:—

Danholm consists of two small islands with a connecting bridge, between Stralsund and the Island of Rügen, being in communication with the former by means of a ferry. It comprises two officer camps containing about 700 officer prisoners. Until recently the officers from both camps had been permitted to associate with each other (the bridge being open), but since some Russian officers made an attempt to escape this privilege has been stopped. On the larger of the two islands there are about 400 officers. Among them 27 British, including four Canadians and two surgeons, one British and one Canadian. All these officers were transferred from Mainz (Mayence) about six weeks ago, and all find their present more agreeable than their former quarters.

I talked freely with all of them, out of hearing of any German. The British officers live by themselves, occupying two good sized rooms, nine in one and 18 in the other, there being also one French officer in the larger room, which is partitioned off by wardrobes into three sections. All seemed well and in good spirits, and all were in communication with their friends at home. All agreed in saying that there was no discrimination against them, and none had any material complaint to make. Letters and parcels are received more promptly than they had been at Mainz. The commandant promised to consider their wishes in regard to the use of a special field for cricket. Tennis courts are already in use, and there is a large park in which the officers are permitted to walk.

ENEMY TRADE.

GERMAN SLIMNESS.

The *Daily Telegraph* makes the statement that Germany is making arrangements through neutral countries to have all marks "Made in Germany" effaced from her goods and the mark from a neutral country printed instead. The change is made in such a way as to make it very difficult indeed for anyone to find fault or to trace the actual place in which the marking is done.

HONGKONG AEROPLANES.

The following letter has been forwarded to us for publication:—

The Overseas Club,
General Buildings, Aldwych,
London, W.C.,
July 6th, 1915.

His Excellency
Sir Francis H. May, K.C.M.G.,
Hongkong.

YOUR EXCELLENCY,—I am desired by the Central Committee of the Overseas Club to inform you that H.M. Queen Alexandra performed the presentation ceremony of the three aeroplanes so generously subscribed for by the British and Chinese communities of Hongkong. Each aeroplane bore an aluminium plate with the following words:—

No. 1.—Victoria, Hongkong.
No. 2.—Victoria, Hongkong.
No. 3.—Tai Yau Bank. (In Chinese and in English).

I had the privilege, myself, of showing the aeroplanes to Queen Alexandra, and she was especially interested in the Chinese inscription.

The whole ceremony was a very great success, and Her Majesty expressed deep interest in the great generosity of the people of Hongkong.—I am, Your Excellency's obedient servant,

(Sd.) E. WRENCH,
Hon. Secretary and Organizer.

THE CRUISER "EMDEN."

PROSPECTS OF SALVAGE SCHEME.

MADRAS, July 11th.

The *Emden* lies where H.M.A.S. *Sydney's* terrific salvos drove her hard aground on the reef at North Keeling Island. Her decks are battered, her funnels droop like broken reeds, her foremast has disappeared and her deck hamper is heaped in a disorderly mass on her fore and deck; but there is good material in the wreck of the little cruiser that flitted so skilfully about the Pacific in the early days of the war endangering our shipping and making the naval authorities and captains of our merchantmen anxious for the safety of the trade routes. The Commonwealth Government has called for tenders for the salvage of the *Emden* as she now exists or of her valuable parts. To save the hull would certainly require skilful engineering. In view of the extraordinary accomplishments of the Japanese at Chemulpo when after the Russo-Japanes war they brought two Russian cruisers which had been sunk to the surface and made them into fighting material again, the salvage of the hull of the *Emden* seems to be an easy accomplishment. Even if the salvors decided that the *Emden* could not be refloated and brought to some port to be repaired, there is sufficient quantity of metal in the make-up of the vessel to compensate them for the expense incurred by her salvage and to show a profit. There is of course in every modern battleship a large quantity of steel and copper, bronze and iron, and the *Emden* is not an exception. In addition to the metal within the ship there is that most coveted portion of a wreck, the propeller. The propeller of the *Emden* is made of phosphor bronze and weighs two tons. Were the *Emden* to be refloated she would probably be taken to Singapore, as that is the handiest port for repairs. She would of course be useless if considered as a fighting unit during the present war. Her machinery being of German pattern is out of conformity with the general make-up of a British ship and would need to be replaced. This could not be done under about twenty months in a British shipbuilding yard, and would take longer at the dock yards. This would hardly allow of her taking part as a British fighting ship in the present war, and in any case the naval authorities would scarcely consent, it is thought, to the *Emden* taking up space in a shipbuilding yard when there is so much important naval building to be done. The *Emden* has proved herself a useful type of vessel and was built for work which would make her useful to the Commonwealth naval authorities in the islands. Her guns would need to be removed and replaced by British guns, because the German 4.1 inch gun, although somewhat similar to the British 4.7inch gun, would require an entirely new make of ammunition and this is not practicable. The *Emden* has ten 4.1inch guns, and while it is a difficult experiment, the mounting of fewer and more powerful guns may be a subject worthy of consideration.

Shortly after the engagement of 9th November a British vessel visited the wreck of the *Emden* and buried a number of corpses. After subsequent visits there arrived in Australia several boxes of relics from the *Emden*. One of these is a gun which probably was among those which delivered the salvo that swept away the fore and range-finder of the *Sydney* and went perilously close to where Captain Glossop was standing. The gun will probably be forwarded to the Federal capital along with other relics when the time arrives. An instance of the damage done to the German cruiser by the *Sydney's* shots is to be found in one of the mementoes. It is an oblong piece of metal fairly smooth on one side and on the other presents a ragged appearance like a piece of jagged rock. This represents portion of a fire-proof safe of the *Emden* and some silver dollars from a drawer of the safe. An explosion must have blown the dollars into the steel and the terrific heat of the flames which burnt the vessel shortly afterwards melted the whole into a conglomerate of silver and steel. This gives a very clear indication of the state of the inside of the *Emden* where the bombardment was most felt. It does not seem likely that much will be saved in those parts, except for the melting pot in the foundry.

THE GERMAN IMAGINATION.

The *Leipziger Neueste* says: London streets have been reduced to ashes, while fiery bullets have wrought paralysing havoc in Woolwich, Dover, and Harwich Docks and gasworks, oil tanks and factories have been lapped in monstrous flames, and a people which once scoffed at Zeppelins has been quelled by terrified silence.

HAND GRENADES FOR CANTON.

CHINESE ARRESTED IN HONGKONG.

A Chinese was charged at the Magistracy yesterday with being in possession of bombs, and was remanded after evidence of arrest had been given.

It appears that the man was about to board a Canton steamer when, as the result of information, he was apprehended by a detective. In a basket which the man was carrying a number of bombs, of the hand-grenade specimen, were found. No satisfactory explanation was forthcoming and the man was arrested.

The contents of the grenades have been sent to the authorities for analysis.

ALLEGED CLEVER CONSPIRACY.

At the Magistracy yesterday, before Mr. Lindsell, an Indian named A. Moosdeen described as a commission agent of Canton, was charged on two counts with obtaining the sum of $12,500 by false pretences from a Chinese, and with conspiracy with others in respect to a similar amount.

Mr. F. C. Jenkin (instructed by Mr. P. S. Dixon), who prosecuted, said the complainant was introduced to the defendant on June 30th, when the defendant said he could undertake to procure for him and deliver at Lak Lau (Shun Tak district) two chests of opium at a certain price. On the 5th July the parties met at the house of a friend and there a contract was drawn up and signed. Defendant was not to be paid for the opium until an agent of the complainant, who was to go up to Lak Lau and take delivery, returned to Hongkong or sent back a written receipt for the goods. Two or three days later complainant was informed that the goods were ready, and it was suggested to him that he should prepare a receipt in two halves, one of which was to be kept by himself and the counterfoil to be given to his agent, who would hand it over to defendant's agent when he took delivery. The latter would bring it back to Hongkong. A good deal of "hanky-panky" went on. Defendant and another man asked to see the second half of the receipt, got possession of it for half an hour, and during that time, it was alleged, made another copy. They handed back this false copy to the complainant's agent, who went up to Canton with it. Defendant's agent there said the goods had by mistake been sent elsewhere, and said he would go to fetch them, but he did not return. Instead he brought back to Hongkong the original second half of the receipt, with what was alleged to be a false endorsement. This was presented to the complainant for payment, and discharged. It was then explained that complainant's agent was detained by the floods. Some days afterwards the complainant discovered that the goods had never been delivered.

Evidence was called, and the case adjourned.

EXPORT OF CASH COINS PROHIBITED.

Orders have been issued by the Central Government to the authorities of the different provinces prohibiting the export of cash coins from their territories. It is to be remembered that lately the Government has received information from some quarters stating that merchants in the provinces, in consideration of profit, have sold great quantities of cash coins to certain foreigners who melted the coins and in turn sold to China the zinc and copper, thus making a big profit in a very short time. The Ministry of Finance has also issued orders to the customs and likin stations enjoining them to keep constant watch so that no cash coins will be shipped out of their territories.—*Peking Daily News.*

"JUSTICE AS USUAL."

In the course of his summing up in a recent murder trial at the Old Bailey Justice Scrutton said:—

"Since last August—all over Europe, sometimes in England, sometimes on the seas—thousands of lives of combatants, and sometimes of non-combatants, have been taken daily with no warning and in many cases with no justification. Yet while this wholesale destruction of human life is going on, for nine days all the apparatus of justice in England has been considering whether the prosecution are right in saying that one man should die.

"It is quite right that it should be. In England in this national crisis we try to carry on business as usual; we hope with confidence of victory as usual, and we are determined to maintain justice as usual. So you and I approach, just as if this were a time of peace instead of one of the greatest world disturbances ever known, the question of whether the prosecution have proved to your satisfaction that George Joseph Smith is guilty of murder."

The liquidator of the Indian Specie Bank is suing the directors of the defunct bank for recovery of the loss, over [illegible] lakhs of rupees, due to the combined lack of supervision of the doings of the late Chunilal D. Haravala, manager.

At times of crisis it must be Bovril

BRITISH TO THE BACKBONE

388-2

Arthur Palmer & Co.
The Wine Merchants of the East

NAPIER JOHNSTONE'S
"SQUARE BOTTLE"
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
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BEWARE OF IMITATIONS
SOLE AGENTS IN HONGKONG
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and from ALL WINE MERCHANTS.
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THE BEST DRINK IN HOT WEATHER.
Large supplies have lately arrived from London.
OF ALL STOREKEEPERS.
MONTSERRAT
LIME JUICE
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THE NEW FRENCH REMEDY:
THERAPION No. 1
CURES DISCHARGES, EITHER SEX, WITHOUT INJECTIONS.
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CURES BLOOD POISON, BAD LEGS, SKIN ERUPTIONS.
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SOLD BY LEADING CHEMISTS. PRICE IN ENGLAND, £2.
SEND STAMP ADDRESS ENVELOPE FOR FREE BOOK TO DR. LE CLERC MED. CO. HAVERSTOCK RD. HAMPSTEAD, LONDON.
A CURE FOR YOU
TRY NEW DRAGEE (TABTELLES) FORM OF THERAPION
EASY TO TAKE SAFE AND LASTING CURE.
SEE THAT TRADE MARKED WORD 'THERAPION' IS ON BRIT. GOVT. STAMP AFFIXED TO ALL GENUINE PACKETS.
INSIST ON HAVING THERAPION.

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WEATHER REPORT.

On the 10th at 10.55 a.m.—Pressure has decreased moderately at Haiphong and increased slightly to moderately at all other stations; it is highest in the Pacific to the east of Japan. Depressions are situated over Korea and Indo-China.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.45 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT.	FORECAST
Hongkong & Neighbourhood	S.W. winds, moderate to fresh, squally; cloudy, rain.
Formosa Channel	The same as No. 1.
South coast of China between Hongkong and Lamocks.	The same as No. 1.
South coast of China between Hongkong and Hainan...	The same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

10TH AUGUST, A.M.

Station.	Hour.	Barometer at 32° Fah. Level.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.
Vladvostock ...	7 a.	—	—	—	—	—	—
Nemuro	6 a.	29.81	—	—	ESE	2	—
Hakodate	"	29.60	—	—	ESE	7	—
Tokio	"	29.57	—	—	SSW	3	—
Kochi	"	29.52	—	—	WSW	1	—
Nagasaki	"	29.50	—	—	E	1	—
Kagoshima ...	"	29.40	—	—	—	0	—
Oshima	"	29.55	—	—	—	0	—
Naha	"	29.60	—	—	NNW	1	—
Ishi'jima	"	29.62	—	—	—	0	—
Bonin Is.	"	29.79	—	—	SW	1	—
Chefoo	"	—	—	—	—	—	—
Weihaiwei ...	"	29.46	72	95	WNW	4	o
Hankow	"	—	—	—	—	—	—
Ichang	"	—	—	—	—	—	—
Kiukiang	"	—	—	—	—	—	—
Changsha	"	—	—	—	—	—	—
Shanghai	"	29.59	72	98	SW	1	o
Gutslaff	"	29.58	76	—	ENE	1	ovcp
Sharp Peak ...	"	29.57	78	92	N	1	r
Amoy	9 a.	29.52	82	91	NE	1	o
Swatow	6 a.	—	—	—	—	—	—
Taihoku	5 a.	29.56	77	26	SSW	1	o
Taichu	"	29.60	75	—	SE	2	r
Tainan	"	29.51	73	—	SSW	4	o
Koshun	"	—	—	—	—	—	—
Pescadores ...	"	29.56	81	—	SSW	4	o
Canton	6 a.	29.53	84	91	S	2	o
Hongkong ...	"	29.55	84	84	SW	2	o
Gap Rock	"	29.55	—	—	SSW	4	o
Macao	"	29.52	—	—	S	1	b
Wuchow	9 a.	—	—	—	—	—	—
Hoihow	"	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Phulien	6 a.	29.42	82	77	SSW	3	o
Tourane	"	29.56	84	—	—	0	b
Cape St. James	"	29.76	77	—	SW	4	o
Aparri	"	29.63	79	84	S	4	o
Dagupan	"	29.68	69	94	SE	2	r
Manila	"	29.72	81	90	SSW	4	r
Legaspi	"	29.73	81	89	SSW	2	b
Tacloban	"	—	—	—	—	—	—
Iloilo	"	29.76	83	77	SW	4	o
Surigao	"	—	—	—	—	—	—
Labuan	"	29.78	81	85	SSW	3	o

C. W. JEFFRIES, *Director.*

1 BAROMETER, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 TEMPERATURE, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, lightning, o overcast, p passing showers, q squall, r rain, s snow, t thunder, v visibility, w dew, wet.

7 RAIN in inches, tenths and hundredths.

FRENCH LESSONS
G. MOUSSION.
15, MORRISON HILL ROAD.
[794

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REVIEWS.

The Mystery of the Boule Cabinet.—By BURTON E. STEVENSON. London: Eveleigh Nash.

There is nothing political about the Boule Cabinet. This is a detective story; a New York detective story. There are three murders and a good many mystifing things happen, and it is in accordance with the traditions of well-constructed detective stories that the *dénouement* is carefully concealed until the last chapter is reached. Having said this, we have said enough, for it is not our province to discuss the methods of the New York police and the New York Press. The hero is a newspaper reporter, who, before devoting his talents to presswork, had been himself a detective in New York. To those who wish to have their minds detracted for a time from the all-pervading topic of the war, we can recommend this exciting story.

Lovers in Exile. By the Author of "The Letters which Never Reached Him." London: Eveleigh Nash.

Anything that reveals the peculiar working of the German mind is of interest at the present time. In this clever novel, the authoress gives us some insight into the domestic life of the Junkerdom that has had such an extraordinary influence upon German life and character during the past half-century, thereby enabling us to understand why it is that the Germans have different view points from any other race and different standards of conduct and ambition. Bored and oppressed by the Junker family into which she has married, the heroine, who has nothing in common with them, at last revolts, is divorced and then marries Wolf von Wedel, a young man with brilliant prospects in the diplomatic service. A report by him has the misfortune of arousing the interest of a certain "High Personage," whose identity it is easy to guess, and this fact, coupled with his marriage to Ilse, is enough to damn him in the eyes of the Foreign Office camarilla. In following his subsequent career, we are taken behind the scenes of German diplomacy. Sent to the most undesirable posts, the lovers struggle bravely against adversity until the time comes when Wolf is sacrificed to save the face of the overreaching schemers of Wilhelm-strasse. It is a tragic record, lightened only by the love and devotion of Ilse. The authoress possesses the power of portraying deep feeling, and we have no doubt her novel is based upon an intimate knowledge of the tortuous methods of those who have had the control of the affairs of the German Empire and are largely responsible for its downfall, which cannot be delayed much longer.

The Wife of Sir Isaac Harman. By H. G. WELLS. London: Macmillan & Co., Ltd.

Sir Isaac Harman was a man of humble birth who made money by scientific baking and confectionery. By dint of perseverance and concentration, he was able to extend his business and established teashops throughout London. Contributions to political party funds brought him his knighthood. He was recruiting his health at Hythe, accompanied by his mother, with whom he lived at Highbury, when he met Ellen Sawbridge, who was of a higher social caste than himself. She was only eighteen when she was induced to marry Sir Isaac, and at the time the story opens she was the mother of four children. Her search for a country house that would be more congenial as a home than the pretentious villa at Putney, "assembled" by her husband without consulting his bride, brings her into contact with a Mr. Brumley, an author, whose wife had just died. This association provides the love element in a story which Mr. Wells handles with his usual consummate skill. He is invariably at his best when dealing with middle-class life, and finds full scope here for reference to the wages of shop girls, their housing, and other "problems" that are forcing themselves upon public attention. Sir Isaac, from his early training and business concentration, cannot be a sympathetic companion for his wife, and he soon becomes jealous of her Society friends, especially Brumley, a jealousy which is not justified, it should be said at once, though Brumley is, at times, rather indiscreet. The story is an excellent one, none the worse because it compels us to think of social problems too often overlooked by most of us.

The History of the Evelyn Family: With a Special Memoir of William John Evelyn, M.P. By HELEN EVELYN. London: Eveleigh Nash.

Everyone acquainted with English literature is familiar with the name of the celebrated diarist, John Evelyn. His Diary, like that of the equally well-known Pepys, has an interest for all who like to study men and manners of an age in which national character and policy were in the making. They are something more than essays in self-revelation; they mirror their period in English history far better than any historian can present it by means of the collation of contemporary writings and garbled records of prejudiced observers. There are, necessarily, copious quotations from the Diary in this volume, but it is more of a family record than a history, leading up to a biography of W. J. Evelyn and the political life of his times (1822-1903).

The gifted authoress of this volume refers to it as "this little work," but, in truth, we can scarcely accept this as a literal description of close on six hundred well-filled pages. She has done her work with much skill and appears to have inherited the literary ability of her forebears. Obviously, it has been a labour of love on her part, and no one will accuse her of not having done full justice to the sayings and doings and writings of a very remarkable family. We make no attempt to deal in detail with any of its various members, and must content ourselves with recording the personal pleasure it has given us to spend many hours in the company of the Evelyn family spread over a period of nearly three hundred years. There are many, we are sure, who will find equal pleasure in the perusal of this carefully compiled and deeply edifying volume. It is illustrated with numerous portraits of members of the Evelyn family.

THE RUSSIAN ROAD TO THE SEA.

SWEDISH UNEASINESS.

STOCKHOLM, June 25th.

Officially, Swedish relations with Russia are of the very best. Faithful to its policy of absolute neutrality in the European conflict, the Swedish Government has taken every opportunity to show neighbourly good feeling. Such matters as the overland communications with Russia, facilitating postal and commercial transit *viâ* Karrugi when transports by sea become impossible, were all settled in the friendliest spirit. A mixed commission of Swedes and Russians, after visiting the localities, agreed to link the Swedish line in the vicinity of Haparanda to the Russian below Tornea by a ferryboat across the river. Since then the whole Russian traffic with Europe has passed that way, the postal exchange alone amounting to a hundred mail bags a day. The Swedish authorities have made every effort to meet the enormous increase of work entailed.

Unfortunately, the correct attitude of the authorities does not prevent the old distrust and fear of Russia from prevailing in the public mind. This is not due to any special enemity towards the Russian people. When numerous refugees, driven out of Germany at the outbreak of the war, came flowing into Sweden by thousands, all in direct need in consequence of the precipitancy with which they had been bundled out, Swedes all over the country showed them unstinted kindness; housed them, fed them, and did all to speed them on their way. The feeling is due to the old, though doubtless unfounded, fear that the necessities of Russian expansion may lead to attempts to secure an ice-free port on the Atlantic. The very circumstance of the present war, showing the immense importance of such an outlet, and the assurances given of late in the Russian Press that the outlet need not necessarily be a Norwegian port, as Russia will soon have a free port in her own territory on the Murman Coast, do not fully allay these fears. Alexandrowsk, it is argued, is not an ice-free or by any means easily accessible harbour, despite the alleged effects of the Gulf Stream. Furthermore, the fact that the projected line to that port has not a bearing capacity suited to so important an outlet, the slowness of its construction even under the present stress, and the apparent indifference towards it of the Russian authorities indicate that they do not look upon it as meant for such a purpose.

This feeling of uneasiness is the sole cause of Swedish armaments and the sole argument used in favour of their maintenance against those who would fain hope to see them diminished. As long as semi-independent Finland existed between Sweden and Rusisa this feeling was dormant.

It has been said that a new Russia will issue from this war, liberally mindful of all national aspirations, and that Finland as well as Poland will be liberally treated. Such an eventuality would allay Swedish fears.—*Times.*

BANK DIVIDENDS.

BOLD POLICY OF LONDON CITY AND MIDLAND.

The *Weekly Times* of July 9th says:—

By declaring a half-year's dividend, payable on the 15th inst., at 18 per cent., less tax—the same as for the previous half-year, and differing from that for the corresponding period a year ago only in respect of the latter having been tax free—the London City and Midland Bank shows the strength at this moment of the largest of all our joint-stock banks, and also its confidence in the financial outlook. In issuing its declaration so unusually quickly it gave a lead, moreover, as regards dividend policy to other banks which were then making up their accounts. Expectations recently in the City had been that in view of the heavy depreciation in investments and the desirability of caution with regard to the future, bank shareholders should be content with reduced dividends this time.

It would not have created any surprise for this reason if the London and South-Western—always the first of the banks to announce its dividend—had made a lower distribution than the 17 per cent. announced last week, which was at the same rate as for the whole of 1914, though 1 per cent. less than for the corresponding first half-year. When, however, Sir Edward Holden makes his view of the situation so clear on the other side, it is bound to influence the other clearing banks. It is evident at all events that under his direction the London City and Midland, with a capital hardly larger than that of some other banks which carry only a quarter of its deposits, has had a prosperous half-year, and faces its heavy responsibilities in these abnormal times for the money market without any symptom of disquietude.

ENEMY'S FOUL TREATMENT OF NURSES.

The *Bourse Gazette's* Warsaw correspondent relates that universal horror has been aroused among the Red Cross nurses by the story told by one of them of their treatment by the Germans. The officers first tear off the nurses' crosses and then refuse to recognise them as anything but what women in general seem to be in the scheme of German Kultur. Women are beaten by the Germans with rifle butts and sticks, foully cursed, and not infrequently hung up by the feet to trees. Two young girls of good family, who came straight from home to the front as nurses, were captured near Przemysl. German officers beat them till they were unconscious, and when they came round the German higher officer handed them over to the will of the soldiers. Both are dead.

Russian Red Cross nurses have now taken the precaution of supplying themselves with quick poison for immediate use if they should be unhappy enough to fall into German hands.

The Austrians, it is reported, are shooting out of hand all Uniate clergy found by them during their advance in Galicia on a general charge of treason.

BANKER, PURITAN AND PACIFIST.

AN AMERICAN'S CRUSHING INDICTMENT OF PRUSSIA.

["*To All the World (except Germany).*" By A. E. Stilwell. (George Allen & Unwin.) 3s. 6d. net.]

In the early days of the war one heard of an American saloon-keeper who said: "We are neutral here—we don't care who whips the Kaiser." This book is in its main idea an expansion of that story. But it is more than that. Mr. Stilwell is an American banker of repute, a combination of mystic and practical man. There runs through the book a vein of deep religious feeling.

Mr. Stilwell regards Germany as an outlaw nation, and for several generations to come a lost nation. The Kaiser, he is persuaded, has thrown away his kingdom. Win or lose, Germany, in Mr. Stilwell's view, is ruined for a long time to come. If she loses in the field the Allied Powers will lay upon her penalties she deserves. If she wins in the field, the "legions of hate" in all countries which the author holds her actions have raised up against her, and which exceed in number all the armies engaged, will still find means of visiting their detestation upon her head. But Mr Stilwell is certain that she is in for the completest thrashing any Power has ever received, and that this is essential to the world's progress. He describes the Kaiser and his supporters as "mad dogs running down the main street of life"; the world must not only put them under restraint, "but also make very sure that their performance may never be repeated."

A WARNING TO AMERICA.

Mr. Stilwell, pacificist, is under no illusions as to what would have happened to the American continent had Britain stood aside. "Do you, my reader in the United States," he asks, "understand that this price is paid also for you? Think what it would mean to America if Germany should win. In that event Canada would clearly be a vassal of the Teuton. Would you desire to see such a Government on the North American Continent—a nation that believes in war in place of the one that believes in peace? Do you desire to see great forts built all along the Canadian frontier, as they will be if Germany conquers? Do you desire to be compelled to do likewise and to maintain a standing army of a million men to protect the States against possible future invasion by this Canadian section of Imperial Germany? That is what would happen, for no one would suppose that if Germany crushed the Allies she would leave Canada out of her policy of grab."

But even if Germany should win she has lost. "Throughout the world her commercial men and manufacturers will find in their path an almost insuperable barrier, and the cold shoulder where before they were warmly welcomed. The world may be coerced by force. Iron and shell may win on the battlefield; but they cannot win on the fields of industry. Nothing can avert the approaching catastrophe to German trade."

The book is full of ideas. Mr. Stilwell calls for a Department of Peace in every Government; for more free trade; for an arrangement whereby companies desiring an international market may register themselves at The Hague and become international investments whose interests or dividends cannot be held up during war; for an agreement, after the war, whereby Britain will not for a century use its navy against Germany, thus enabling Germany to cease naval construction, "since it is the English tradition to fulfil obligations"; and for an international language. This last, he holds, will be English, which in a century has gained over 13 per cent. in the world as a whole, against German's 3 per cent. Mr. Stilwell believes that neither Esperanto nor any other "made" language will ever be accepted by the world.—*Daily Graphic.*

A "WORLD PEOPLE'S" APPETITE.

WHAT GERMANY WANTS.

The Socialist *Vorwärts* reappeared at the beginning of last month after five days' suspension, by way of punishment for publication of the party manifesto about peace. The journal remarks the *Times*, publishes a good deal of cautious comment on the differences in the Socialist Party, and pretty definitely takes the side of Herr Haase and his friends in the matter of their well-known appeal for a stronger Socialist attitude in view of the non-Socialist demands for the annexation of territory.

The most effective performance of the *Vorwärts*, however, is the prominent publication, without comment, of an article which has appeared in Messrs. Krupp's organ, the *Berliner Neueste Nachrichten*, by Baron von Liebig, Professor of Chemistry at the University of Giessen. He explains what Germany really needs in order to become "a World People in the World Power sense." In the first place, Germany must obtain a land frontier capable of easy defence, and must "prepare military forces" which can protect the interests of a World People in every part of the world. The German Navy must be raised to the "requisite level. Secondly, Germany must obtain as much land as possible for agricultural purposes. If the Government, "responding to the pressure put upon it from all sides," has finally decided to cling to the mainly industrial and commercial territory which Germany now occupies, it must also acquire large territories upon which Germans can settle. Thirdly, Germany must have her own colonies—and not merely parts of Central Africa. Fourthly, Germany must own territory from which she can obtain her own raw materials, especially cotton and ores.

Professor von Liebig adds:—

The fifth condition necessary to the attainment of World Power is the acquisition of an uninterrupted piece of coast, a free approach to a World Sea. An isolated naval base, however, strong it may be, is not sufficient. The North Sea is of course no World Sea, but an inland sea which England, as this war teaches, can close at pleasure.

There are 103 girl clerks in the Bank of England. Every bank in the country is now throwing open its door to women workers, even Child's and Coutt's, the two banks who have always hitherto clung to old-fashioned methods and principles.

INVENTIONS BOARD OF ADMIRALTY.

LORD FISHER'S RECORD.

SIXTY YEARS OF PROGRESS.

If the public has had any suspicion that hitherto the Admiralty, overburdened with the multifarious duties associated with the command of the world's seas against an active enemy, has not given as much attention as might be devoted with advantage to suggestions bearing on the improvement of the instruments of warfare, that suspicion must now be banished. The Government have decided to establish an Inventions Board. Its task will be "to assist the Admiralty in co-ordinating and encouraging scientific effort in its relation to the requirements of the Naval Service."

This announcement, and the further statement that Admiral of the Fleet Lord Fisher of Kilverstone is to act as chairman of the new body, has given widespread satisfaction. In the first place, the fresh departure carries with it an assurance that every possible use will be made of the scientific resources of the country, so far as they can assist our sea defence; and, secondly, one of the most skilful administrators, original minds, and experienced naval officers will bring his genius to the task of making increasingly sure the defeat of the enemy at sea.

ENTHUSIASM FOR PROGRESS.

Though he is now in his 75th year, Lord Fisher is as young in mind and body as many men of 60, and he preserves all his early enthusiasm for progressive ideas in reference to naval warfare. He revealed half a century ago when at the opening of his distinguished career the most open mind to inventions of any naval officer in the Service, and he still maintains the liveliest interest, as his more recent administration has shown, in every adaptation of science to naval equipment. At such a moment the nation urgently requires that every man of outstanding distinction should be working in its cause, and hence the gratification which was expressed on all hands yesterday at Lord Fisher's return to official life.

The Chairman of the Inventions Board joined the Navy in 1854—sixty-one years ago. Mark what that implies! The first ironclad ship, his Majesty's ship Warrior, had not then been thought of; she was not to be laid down until several years later. In the year in which Lord Fisher celebrated his first birthday the 80-gun line of battleship Goliath was launched at Chatham Dockyard, Sir Nathaniel Barnaby, who died a fortnight or so since, being among the spectators. He has put it on record that he little thought that, "instead of the three-feet thickness of plank, and rib, and truss of solid oak," which formed the sides of this stout ship, he would have to defend, in reference to the later Goliath, recently sunk in the Dardanelles operations, "the use of an iron skin, stretched over skeleton ribs, not more than a fraction of an inch in thickness." Lord Fisher graduated in the old Navy, some of the ships, and not a few of the officers, of which were associated with the Battle of Trafalgar; he has lived to watch a revolution from battleships costing about £80,000 to battleships involving an expenditure nearly thirty times as great; and to assist more than any one else now alive in the inevitable transition.

THE NAVAL REVOLUTION.

The Fleet of the fifties still consisted of "wooden walls," with towering spreads of canvas, and guns little different in method of construction from those which were used by Drake for the destruction of the Armada. It may be said, indeed, that from the ark in which Noah made his home to the ships which were still being built in 1854 the distance measured by development of design was extremely short; in the past sixty years, on the other hand, everything has changed—from the shape of the hull and the material of which it is constructed to all the equipment of navigation.

In the wonderful transition which has taken place since 1854 Lord Fisher has taken a leading part. He was one of the first officers to recognise the value of the rifled gun; he welcomed the automobile torpedo; he realised the vital importance of steam to a great world Empire, and in a variety of ways brought the influence of his mind to bear on a revolution which was inevitable if we were to retain command of the sea.

Many splendid women of the old school fought inventions believing that they would prove our ruin and rob us of the advantages flowing from the sailor-like qualities of the race. Lord Fisher, as his career shows, took a contrary view, and held that every development of science would buttress our power and give us a firmer grip on the maritime communications of the world by which—and by which only—the unity of the Empire could be preserved and the safety of our commerce ensured.

UNIQUE ADMINISTRATIVE RECORD.

Though the new Chairman of the Inventions Board, has seen much service at sea—finally commanding, in succession, the North American and Mediterranean stations—he has in particular exercised his influence in administrative posts ashore. To his varied appointments he has brought the experience of active command at sea and his knowledge of warlike operations—the Crimean campaign, the China war, the first Egyptian war. The extent to which he has been concerned with the development of the modern Navy is suggested by the series of positions which he has filled since his name first became familiar as the captain of the battleship Inflexible at Alexandria, and the inventor of the armoured train, which so completely nonplussed and frightened the enemy.

In 1886, in virtue of his scientific attainments as a gunnery officer, Lord Fisher was appointed Director of Ordnance and Torpedoes at the Admiralty. He remained in this office for four and a half years, and was then chosen as Admiral Superintendent of Portsmouth Dockyard. A story is told that on one occasion he met in this establishment a squad of men walking along as though performing some important task. His inquiry as to their mission was met with the explanation that they were clearing the way for a gang carrying a ladder. Shortly afterwards the Superintendent fell in with another group of men solemnly advancing in line ahead with their arms crooked as though carrying something. Again an inquiry was made as to their task, and in reply it was explained that they were bearing a ladder. "But where's the ladder?" came the question. "Well if we haven't forgotten it," was the unexpected reply. The story may be apocryphal; at any rate to-day there are no more hardworking servants of the country than those who are engaged in the Royal Dockyards.

AS SEA LORD AND CONTROLLER.

Lord Fisher had been at Portsmouth only nine months when he was recalled to Whitehall to join the Board of Admiralty as Third Sea Lord and Controller of the Navy. In this position he had full scope for his ideas on ship design, ship propulsion, and ship armament and protection. For over five years he filled this appointment. After a period of service afloat he returned to the Admiralty in 1902 as Second Sea Lord. Then came a short residence at Portsmouth as Commander-in-Chief, while the new Naval College at Osborne, his creation was being completed, and on October 20, 1904, Lord Fisher once more entered the Admiralty, this time as First Sea Lord.

The events of these later years are familiar—the building of the Dreadnought and the increased attention to gunnery, the adoption of the turbine, the change from coal to oil, the development of the submarine, and all the other evolutions in ship design and equipment which have placed the British Navy in its premier position, not only by reason of its size but by reason of the efficient application to the needs of war of all the triumphs of physical science.

Now, after a short time as chairman of the Oil Fuel Commission and a further period as First Sea Lord, Lord Fisher is once more placing his services at the disposal of the country in connection with the Inventions Board. His career and achievements suggest that the new sphere of activity will enable Lord Fisher once more to do yeoman service in the cause of the nation.

BRITISH HEROES UNDER MILITARY LAW.

SOLDIER'S DEATH SENTENCE AND ITS COMMUTATION.

TRAGI-COMEDY OF WAR.

An extraordinary story of a British soldier who was sentenced to death for sleeping at his post after being four days and four nights under fire, of how the man "slipped away" in the night and got wounded in fighting the Germans, of his stay in hospital, his return to the front, and the things that followed, is told by Mr. H. F. Prevost Battersby in the *Morning Post*:—

Mr. Battersby tells the story in connection with the short Act of Parliament which was passed some time ago dealing with military offences committed at the front. The Act was to legalise the suspension of sentence and to put in the offender's hands a chance of obtaining its entire remission.

CULPRITS' GALLANTRY.

Though the Act has not been long in operation, its leniency has already been justified in quite a number of instances. In one case it was but two days after receiving a sentence of fifteen years' imprisonment that the culprit not only secured its remission, but was specially mentioned for exceptional gallantry in carrying to a successful issue a bomb attack upon a German trench, after every member of the party except himself had fallen.

Another man, also under a long sentence, freed himself from its consequences by a cool indifference to death in succouring the wounded under fire, and half a dozen further instances could be given of fine deeds which have won for the doer not only rehabilitation as a soldier but admiration as a man.

A DEATH SENTENCE.

But the most curious instance of benefit from the Act demands a more extended telling, not only for the quaintness of its tragi-comedy, but for the almost incredible illumination which it sheds on the British soldier. A man had been sentenced to death. His offence, almost the gravest that war knows, was sleeping at his post in face of the enemy. For such an offence there are no extenuating circumstances. If there had been, he might have claimed them all. He had been under fire in the trenches for four nights and days, and the exhaustion that follows upon prolonged exposure to danger seems often as impossible to resist as the snow-sleep to which men yield, though aware that certain death is the consequence.

TO BE SHOT AT DAWN.

The man was sentenced to be shot at dawn on the morrow; during the night he disappeared. What exactly happened to him then has not yet come into the story. It is known to himself alone. All that is at present certain is that, by some means or other, he got into conflict with the enemy and was wounded.

Now, it is not particularly difficult to get wounded out here; but it is not so easy, when wounded apart from your proper unit, to prevent your presence exciting surprise, and perhaps challenging investigation.

However, busy times come to hospital staffs, when everything is subordinate to the saving of life and the alleviation of pain, and it would hardly occur to the most suspicious to look askance at any one wearing that red seal to his valour, or to imagine him as guilty of an offence in obtaining it.

THE TIME OF HIS LIFE.

Besides, there was the man's name and number, and the battalion to which he belonged. He made no attempt to conceal anything, and so, a short time after he should, legally, have ceased to breathe, he was received at a collecting station, obtained first aid for his wound, and was forwarded to the field hospital. His wound was serious, and in due time he was sent down to the base and shipped across the Channel to a London hospital.

There, as he began to recover, he was given the time of his life by the kindly folk who can still remember that we are at war. He was driven in the Park, taken to garden parties, treated to the theatre, carried off into the country, and admired by every one who could get within reach or speech of him. All of which was no doubt exceptionally pleasing to a man who ought to have been dead.

RETURN TO THE FRONT.

His furlough ended, he was directed to rejoin at the depot.

The Sergeant-Major, when he saw him, looked more amazed than if he had seen his ghost. "Well, of all the infernal impudence!" he managed, before words failed him. He thought that a man who had been sentenced to death might at least have had the decency not to put his sentencers in such a quandary. What was to be done with a fellow who could not take seriously even his own death sentence? The man stood at attention with no words to say.

Perhaps one need hardly add that the sentence was not carried into execution.

WHAT GERMAN CHILDREN ARE TAUGHT.

A correspondent contributes to the *Times* Educational Supplement the following:—

"War and courage have accomplished greater things than love for one's fellow-men." Nietzsche's phrase, which has great influence on the thinkers of the modern Germany, is to-day being handed down to the coming generation with a fresh and immediate significance. War glorified, the one ultimate and vital aim of life—this is the lesson that millions of German schoolboys are daily listening to; this is the text of lectures delivered from numberless platforms and pulpits. "War is the great educator." "Without war the world would wallow in materialism." "Peace is a dream, not even a lovely dream."

These are a few ideas that German teachers are putting in the minds of their pupils. In the schoolrooms throughout the Empire to-day the true meaning of the Great War is being interpreted according to this point of view. Pupils are being taught that this war had to come sooner or later. Germany, it is argued, has developed so rapidly during the past fifty years through the might of German arms, German industry, and German intelligence that she was destined to be surrounded by a circle of enemies, jealous of her growing power. German children are being told that fifty years ago Germany began to assert herself by the conquest of Schleswig-Holstein (that o'd German State) in 1864. This beginning of the struggle for German unity was continued in 1866 and the first stage completed in 1870 by the creation of the German Empire under the hegemony of Prussia. Even in those days England looked askance on the growing power of Germany. With apostrophes of contempt it is pointed out that in 1871 England wished to save Paris from bombardment, as Paris was primarily a centre of "art and learning"; "but we bombarded Paris," the present-day German teacher tells his class of attentive pupils. It is being instilled in the minds of young Germany that the hatred of neighbouring States grew apace with the increase of German naval, military, and industrial power. Germany did everything to keep the peace of the world, but was attacked on all frontiers, and is now fighting a defensive war for the outraged honour of the Fatherland.

These ideas, current in Germany at large, are being ground into the minds of the next generation with all the thoroughness of the German method by her leading educators.

We do not have to study ancient history, to go back to Salamis or Marathon to find heroic figures. The world's greatest heroes are dressed in "field grey" uniforms, and are this day fighting for your safety and for your heritage against a world of cowardly foes.

These words may well serve as an example of the opening remarks in a history class in many a German school to-day. For the German schoolboy is being taught by his elders that the people of all other nations—not allied—are cowardly liars and slanderers, and that Germany alone stands for truth and righteousness and relies on the strength of German arms to vindicate German virtues and ideals. Everything foreign must go. Nowhere has this "anti-foreign" rage been more virulently in evidence than in the classroom. The "Verdeutschungsbewegung" (Germanizing movement) has gone to such limits that many eminent German pedagogues even declare that it is a sign of slavish weakness on the part of Germans to learn to speak foreign tongues, to act, to think like English or French men. "A German must shave his head in order to remain a German when living abroad, so rapidly does he assimilate the customs and manners of other peoples," a well-known German remarked to me with much bitterness. But the Germans will see to it, so they declare, that their children shall not in the future be the slaves of any foreign race. A Government official said to me:—

What is the use of teaching our young people to speak French or English perfectly? Why should we torture our German tongues to twist and curl like French or English ones? It will do foreigners good to have their language maltreated; perhaps they will then take the trouble to learn ours.

National unity, according to the German dogma, can only be maintained by the awakening of a feeling of national pride in the hearts of every young child. German schools have become schools of patriotism where duty to the State, abnegation and sacrifice of the individual will to the need of the State are exalted above all other virtues. The German youth is being taught that the State's right and duty is to control not merely the actions, but even the thoughts of her subjects. The individual shall cease to exist, and in his place rises the mighty "Germania," the product of a united people. "We are not on earth to be happy, but to fulfil our obligations." Bismarck's words are given a new significance. The German instructor is teaching his classes that the Germans are fighting, like heroes against Händler, as warriors against mercenaries, as a people in arms whom foreigners are wont to call slaves of a militarist *regime*, against the slaves of Mammon (England), of empty love of prowess (France), and of the knout (Russia).

Doctrines such as those, impressed on the mind of youth, cannot fail to breed a spirit of malice and hatred towards Germany's many enemies of to-day, which will not only endure but will hinder all plans of permanent peace. In no country has the Government more direct control over education than in Germany. In no country are academic influences so subservient to political programmes. And it would appear to be the distinct aim of the German authorities to create a spirit of blind uncompromising Chauvinism in the hearts of the coming generation.

FORTHCOMING EVENTS.

Friday, 13th Aug.:—
5.30 p.m.—Royal Hongkong Golf Club, Extraordinary General Meeting at the Club House, Happy Valley.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr J. B. Affleck
Mr & Mrs F. X. d Alemada e Castro
Miss d Almada e Castro
Master d Almada e Castro
Mr G. E. Anderson
Mr & Mrs W. R. Armstrong
Mr J. H. Baring
Mr B. Murray Pain
Mrs A. S. Bailbache
Mrs E. R. Bellios
Mr G. C Bouman
Mr H. Bridges
Mr & Mrs R. D. Bunn and child
Mr & Mrs F. W. Carey
Mrs Curly
Mr & Mrs F. E. Davis
Maj. & Mrs Dewar
Mr W. A. Dowley
Miss M. E. Duffy
Mr H. C. Ehrenfels
Dr Fitzwilliams
Capt & Mrs E. M. French and child
Mr J. Gibb
Mr & Mrs J. Gould
Mr C. L. Goodrich
Mr & Mrs B. C. Haile
Capt T. P. Hall
Mr & Mrs W. A. Hannibal
Mr & Mrs J. A. Hamilton and family
Mr A. Heire
Hon. Mr E. A. Hewett, C.M.G.
Mr W. J. Hodge
Dr Jackson
Mr S. M. Joseph
Mr E. Joseph
Mr M. T. Jones
Mrs F. A. Johnson
Mr C. C. Knight
Miss M A Knoedler
Mr M. D. Lane
Miss Latimer
Mr C. Lauritsen
Mr G. T. Lloyd
Mr S. Longfield
Mr J. M. Lopes
Mr & Mrs W. O. Madox
Mr B. Markham
Dr. & Mrs O. Marriott
Mr D. McMurray
Mr L. D. McNicoll
Mr J. Merchi
Mr B. K. Mehta
Mr W. R. Neighbour
Mr C. R. M. Nutter
Mr R. M. Ogil
Mr J. Ormiston
Mr A. J. Pitcher
Mr D. Poli
Mr E. H. Ray
Miss F. Reav
Mrs C. Reed
Capt Remedyk
Mrs F. Riley
Capt I. H. Rolfe
Mr & Mrs Salioge and infant
Mr F. Hamilton Sawyer
Mr & Mrs R. D Sheldon
Dr R E. Shirley
Capt S. Simpson
Mrs A. G. Smith
Mr W. H. Smith
Mr S. W Smith
Mr V. Sorby
Mr H S. Swaffield
Mr F. B. Vida
Mr & Mrs H. L. H White
Mr F. W. White
Mr F. Wieding
Mr J. Wilkie
Mrs H. F. Wood
Mr G. G. Wood

KING EDWARD HOTEL.

Mrs R. Almond
Mrs Beale & child
Mr A. Black
Mr W. Budge
Mr & Mrs T. S. Cheng
Mr C. de Classy
Miss L. L. Cooke
Miss J. F. Cooke
Masters G. M. & J. P. Cooke
Mr A. Couse
Mr F. F. Duckworth
Mr & Mrs G. A. Dutton
Mr W. T. Elson
Capt. Fotheringham
Miss A. Foy
Mr C. Fitts
Mr J. Fyfe
Mr & Mrs Gee
Mr T. M. Gregory
Mr E. Grieve
Mr & Mrs Hammes and children
Mr S. Hashimoto
Mr H. Hayman
Mr A. Hoshing
Mr & Mrs Wm Jackson
Mr J. Joseph
Mr W. D. Lee
Capt. & Mrs Lennox
Mr Lennox
Mr & Mrs. Montgomery
Mr H. Murphy
Mr R. Nakai
Mr & Mrs Newman
Mrs W. C. Passmore
Mr H. Pearman
Mr C H. Soper
Mrs R A. Ramsay
Mr Raymond
Mr & Mrs Richardson
Mrs S. Sylvester
Mr H. Tanso
Mr H. Thornton
Mrs E. L. Tourtellot
Mr S. Tsuda
Mr & Mrs J. H Underwood
Mr J. Young

GRAND HOTEL.

Mr & Mrs Allen
Mr J. C. Anker
Mr Bair
Mr A. B. Crew
Mr E. Doward
Mr A. von Dyke
Mr Groowel
Mr H James
Mr W. Johnson
Mr W. H. Lacuey
Mr G. von Leur
Mr L. Lobo
Mr P. J. Lobo
Mr W. H. Lockey
Mr R. Lowren
Mr A. Mays
Mr P. G. Molen
Mr A. C. Nixon
Mr G. Odner
Mr V. A. Parre
Mr R. Pels
Mr C. Putteman
Mr H. W. Ray
Mr C. W. Reynolds
Mr D. Robertson
Mr F. G. Rooze
Mr J. Smith
Mr H. F. Thorig
Mr C. D. Todd
Mr V. D. Vilde
Mr S. H. Wright

PEAK HOTEL.

Mr R St. Aubry
Mrs Anderson
Mrs Arnott
Rev. & Mrs Beeton
Mr. & Mrs Beath
Mrs W. H. Bell
Mrs Bowdler
Mrs W. M. Campbell and children
Mr H. A. Cartwright
Mr & Mrs Carmichael
Mr F. W. Cary
Mr & Mrs C. D. Casalli
Mr G. Clare
Mr & Mrs A. Cousland
Col. Darling R.E.
Mr Denman Fuller
Miss Dorow
Mr & Mrs A. A. Fulton
Miss Fulton
Miss Griffin
Mr Gubley
Mr F. A. Haseland
Mr & Mrs B. A. Hale
Misses Howard
Major Fulchine
Capt & Mrs Hammond and child
Mr W. T. Hansen
Mr B. W. Hind
Mrs Hogg and children
Mrs Howard
Mrs Jenkins
Mrs T. J. R. Johns
Mr L. e Jones
Mr E. Kidcorie
Rev. & Mrs Kelly and children
Mrs Kirke
Dr & Mrs Leavell
Miss MacChapin
Mrs Marriott
Mr & Mrs Moss and child
Mr & Mrs E. V. Mitchelmore and child
Maj. & Mrs Nicholson and child
Mr & Mrs Nightingale
Mrs Olivecrana
Mr T. L. Perkins
Mrs Pratt
Major Pyne, R.E.
Mrs Rayn lds
Mr & Mrs E. Ralphs
Mr C. P. Ross
Mr A. Sinclair
Mr C. Skott
Mr & Mrs Grant Smith
Miss Middleton Smith
Mr & Mrs A. Bradley Smith
Capt & Mrs Stewart
Mrs E. W. Tisdall
Mr G. Tisdall
Mr J. A. Traha
Mr & Mrs Van den Pol
Maj.-Gen. Vautrin
Mrs Wilcox

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT BOMBAY

For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Average for 36 years, From 1874 to 1909.

PRICE ..... $2 CASH.

On Sale at the Daily Press Office or Local Booksellers.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

From Hongkong: 25th August. Connecting with "SURAT". From Colombo: 17th September.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING:

From Hongkong: "IMADAWASKA" 25th August.

For Rates of Freight apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS.

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JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

Steamer	From	Expected on or about	Will Leave for	On or about
TJIBODAS	JAPAN	10th Aug.	JAVA	12th Aug.
TJILATJAP ...	JAVA	18th Aug.	JAPAN	24th Aug.
TJIKINI	JAPAN	5th Sept.	JAVA	8th Sept.

* Wireless Telegraphy.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia."

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor. Telephone No. 1574.
Hongkong, 9th August, 1915. [8

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS, BANKERS, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG.
SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET
MANILA:—MANILA HOTEL.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES Exchanged.

Cook's "FAR EASTERN TRAVELLER'S GAZETTE," containing Sailings and Fares from the Far East to all parts of the World, will be forwarded free on application.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

Hongkong 3rd July, 1914. 695

SHIPPING IN PORT

STEAMERS.

CHENGTU, British str., 1,338, Speed, 8th August—Bangkok 31st July, Rice.—Butterfield & Swire.

CHOFU MARU, Japanese str., 933, S. Orii, 5th August—Bintui 31st July, Wood.—Order.

DAINIGENZAN MARU, Japanese str., 1,535, M. Tanaka, 5th August—Hongay 2nd August, Coal.—Snowman & Co.

DRUFAR, Norwegian str., 1,102, J. Bing, 7th August—Bangkok 27th July and Swatow 6th August, General.—Order.

FEICHING, Chinese str., 997, B. Baines, 7th August—Shanghai 3rd August, General.—C. M. S. N. Co.

GEMINI, British str., 1,356, E. Jones, 5th August—Saigon 28th July, Rice.—Order.

HAYROTO, British str., 1,276, H. Hayaman, 5th August—Manila 2nd August, General.—Snowman & Co.

HANGCHOW, British str., 999, Cain, 4th August—Port Courbet 31st July, Coal.—Butterfield & Swire.

HINSANG, British str., 1,885, A. C. Kennedy, 4th August—Sandakan 29th July, Timber.—Jardine, Matheson & Co.

HONGMOH, British str., 2,555, Kinghorn, 14th July—Amoy 13th July, Rice.—Chinese.

KOREA, American str., 5,651, A. W. Nelson, 4th August—San Francisco 3rd July, General.—R. C. Morton.

LOKSANG, British str., 997, D. W. Ritchie, 8th August—Haiphong 4th August, General.—Jardine, Matheson & Co.

LUCHOW, British str., 1,221, D. R. Davies, 9th August—Shanghai 7th August.—Butterfield & Swire.

MAUSANG, British str., 1,643, G. H. Alcock, 9th August—Sandakan 3rd August, Wood.—Jardine, Matheson & Co.

ORIENTAL, British str., 3,850, Valentini, 26th July—Shanghai 23rd July, General.—P. & O. S.N. Co.

PAKHOI, British str., 1,228, 29th July—Swatow 28th July, Ballast.—Butterfield & Swire.

QUARTA, British str., 2,400, G. Hooker, 6th August—Bangkok 30th July, General.—Order.

RYNSHO MARU, Japanese str., 1,235, Kaneda, 5th August—Dairen 25th July, General.—Mitsui Bussan Kaisha.

SHANSI, British str., 1,228, E. Simons, 30th July—Saigon 26th July, Rice.—Butterfield & Swire.

SINKIANG, British str., 1,616, C. C. Williams, 9th August—Shanghai 6th August, General.—Butterfield & Swire.

SKULE, Norwegian str., 682, Odd Randers, 4th August—Bangkok 25th August, Rice.—Chinese.

SODO MARU, Japanese str., 1,350, F. Hashimoto, 29th July—Bangkok 20th July, Rice and General.—Chinese.

TAMING, British str., 1,350, G. H. Peumfather, 7th August—Manila 4th Aug., General.—Butterfield & Swire.

TROCAS, British str., 2,567, Bain, 7th August—Balikpapan 1st August, Ballast.—Asiatic Petroleum Co.

ULY, Norwegian str., 884, H. Aamoh, 23th July—Bangkok 17th July, Rice.—Order.

UNKAI MARU, Japanese str., 1,950, T. Kinoshima, 25th July—Moji 19th July, Coal.—Mitsui Bussan Kaisha.

WIMBLEDON, British str., 2,253, Cantell, 5th August—Chingwantao 29th July, Coal.—Douglas Lapraik & Co.

NOTICES TO CONSIGNEES

"MOGUL LINE" OF STEAMERS.

NOTICE TO CONSIGNEES

The Steamship "PATHAN."

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th Aug. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 28th Aug., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th Aug., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LTD.,
Agents.

Hongkong, 9th August, 1915. [851

S.S. "AMAZONE."
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 6th August, at NOON, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 24th August, or they will not be recognised.

All damaged packages will be examined on Mon., 16th August, at 10 A.M.

No Fire Insurance has been effected.

P. THOMAS,
Agent.

Hongkong, 10th August, 1915. [2

SHIPPING

ARRIVALS.

ATAGOSAN MARU, Japanese str., 2,521, Hori, 9th August—Samarang 29th July, Sugar.—Mitsui Bussan Kaisha.

LOONGSANG, British str., 1,093, Leask, 10th August—Manila 7th August, General.—Jardine, Matheson & Co.

KIUKIANG, British str., Jones, 9th August—Newchwang 2nd August, Beans and General.—Butterfield & Swire.

SIBERIA, American str., 5,655, H. Zoeder, 10th August—San Francisco 10th June, General.—Pacific Mail S.S. Co.

SEISANG, British str., 1,776, H. Simpson, 9th August—Cheribon 30th July, Sugar.—Jardine, Matheson & Co.

TIENTSIN, British str., 1,227, John Cogan, 10th August—Saigon 5th August, Rice.—Butterfield & Swire.

TUNGSHING, British str., 1,179, Hussey, 9th August—Saigon 6th August, Rice.—Jardine, Matheson & Co.

TRIGONIA, Dutch str., 1,750, ——, 9th August—Singapore 2nd August, Bulk Oil.—Asiatic Petroleum Co.

TOKYO MARU, Japanese str., 2,291, I. Nakamura, 9th August—Moji 3rd August, Coal.—Mitsui Bussan Kaisha.

TJIBODAS, Dutch str., 1,700, E. H. Kroes, 10th August—Amoy 8th August, Coal and General.—Java-China-Japan Lijn.

CLEARANCES.

IN THE HARBOUR MASTER'S OFFICE, August 10th.

AWA MARU, Jap. str., for Shanghai.
PROMOTHEUS, British str., for Bangkok.

DEPARTURES.

August 10th.

LUCHOW, British str., for Canton.
HUE, French str., for Kwangchowwan.
JADE, French str., for Hoihow.
KWANGLEE, Chinese str., for Shanghai.
LIANGCHOW, British str., for Shanghai.
SEGLE, British str., for Bangkok.
SINKIANG, British str., for Canton.
YASAKA MARU, Jap. str., for Shanghai.

SHIPPING REPORTS.

The British str. *Kiukiang* reports: Light to moderate winds and fine.

The British str. *Loongsang* reports: Fresh south-westerly wind, moderate sea and heavy south-westerly swell.

PASSENGERS.

ARRIVED.

Per *Amazone*, for Hongkong, from Marseilles, Mr. Otto Maerk; from Singapore, Mr. J. W. Ernham, Dr. Arculli; from Saigon Mr. and Mrs. Saliege, Mr. C. Osado, Mr. H. F. Lanctor, and Mr. Torracinta.

Per *Siberia*, from San Francisco, etc., for Hongkong, Mr. C. Alkan, Col. C. C. Ballou, Miss J. T. Bowler, Mr. and Mrs. S. B. Brito, Mrs. G. A. Boyer, Mrs. K. M. Burke, Mr. and Mrs. J. Edgar Bull, Mr. Apolinar Baltuzar, Mr. Harry Catlin, Mr. W. B. Chase, Mr. Arthur Dovale, Mr. and Mrs. G. V. Hayes, Mrs. V. Lawder, Miss B. Lawder, Mrs. M. Morris, Mr. F. J. Minges, Mrs. Manuela Martinez, Master John Martinez, Mr. V. Maroni, Miss M. McClymont, Mrs. Isaac Newwell, Mr. Juan Ongsiaco, Mr. and Mrs. F. M. Potter, Mr. Vicente Quiogue, Lieut. F. Renfell, Miss Alma Robison, Mr. Edwin Russell, Mrs. C. D. Spring, Miss Dorothy Spring, Mr. B. E. Solamon, Mr. E. L. Sheldon, Mr. and Mrs. C. C. Travis, Lieut. and Mrs. Orville N. Tyler, Mrs. Alice J. Turner, Mr. and Mrs. S. W. Thompson, Mr. O. Teenwissen, Mr. and Mrs. Wm. F. Woerner, Master J. G. Woerner.

DEPARTED.

Per *Yasaka Maru*, from Hongkong for Japan, Mr. and Mrs. McBain and servant, Mr. S. Imakita, Mr. McBain, Mr. Watson, Mr. C. Miller, Miss Lane, Mr. and Mrs. Armstrong, Mr. and Mrs. Goldsmith, Mrs. K. Kato and servant, Mr. T. Kubota, Mr. and Mrs. Milne and two children, Mr. Maguns, Rev. J. K. Maconachie, Mr. and Mrs. E. Salig and amah, Mr. L. A. Barton, Mr. W. Reeves, Mr. Monck, Major and Mrs. Dewer, Mrs. Kaeser, Mr. C. Blencoe, Mr. Bridges, Major Umesawa, Mr. and Mrs. E. A. M. Williams, Mrs. Ayris, Mr. and and Mrs. Taylor, Master Taylor, Mr. T. Levy, Mr. Hamilton, Mr. R. Nakatsuru, Mr. K. Ninami, Mr. and Mrs. Chalmers Werner, Mrs. Hoshina, Mr. and Mrs. F. W. Carry, infant and amah, Miss Latmer, Mr. K. Matsusaka, Mr. T. Ono, Mrs. Lyen, Misses Lyen (two), Masters Lyen (two), Mr. and Mrs. Ramasamy, Mrs. Warnock, Mr. J. Oboundy, Mr. P. Godfrey, Mrs. Takeshita, Mrs. Asamura, Mr. S. Jono, Mr. Takahashi, Mrs. Ishidsu, Mrs. Tsutsumi, Mrs. Jaya, Mrs. Imai, Mrs. Haraguchi, Mr. I. Nakazawa, Mr. Hashimoto, Mr. and Mrs. Namari and child, Messrs. Yamabata, Hida, W. Hony, Henry Law, Havasaka, S. Takayasu, G. Komoto, Sugihara, Nakajima, Takahiro, Mr. and Mrs. Iwamoto and child, Miss Tokumaru, Mrs. Tokumaru, Mr. G. Achille, Mr. I. Oka, Mr. Joss, Mr. P. H. Weston, Mr. S. Ozuki and Mr. Kalachend.

VESSELS EXPECTED.

THE AUSTRALIAN MAIL.

The str. *Changsha* left Sydney for Hongkong *viâ* Queensland and Philippine ports on the 4th inst., and may be expected to arrive here on or about 29th inst.

MERCHANT STEAMERS.

The str. *Madawaska* from New York is due to arrive at Hongkong on the 19th August.

The str. *Japan* from Calcutta left Rangoon on the 6th inst. a.m., and may be expected here on or about 19th inst.

INDRA LINE.

Indrasamha, from Vladivostock, is now due.

LATEST STEAMER MOVEMENTS.

The str. *Novara* left Singapore for this port on the 10th instant, a.m., with the outward English mails, and is due here on the 15th instant at about daylight.

The str. *Dunera* sailed from Calcutta on the 7th inst., and may be expected here on or about the 23rd inst.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES.	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	MALTA	Brit. str.	—	C. C. Talbot, R.N.R.	P. & O. S. N. Co.	On 14th inst., at 9 A.M.
LONDON	KANDAHAR	Brit. str.	—		THE BANK LINE, LIMITED	On 25th inst.
LONDON VIA USUAL PORTS OF CALL	NOVARA	Brit. str.	—	H.R. Hetherington, R.N.R.	P. & O. S. N. Co.	About 27th inst.
LONDON	RADNORSHIRE	Brit. str.	—		JARDINE, MATHESON & CO., LD.	On 28th inst.
BOSTON & NEW YORK	INDRAWADI	Brit. str.	—	Charters	SHEWAN, TOMES & CO.	About 15th inst.
MARSEILLES VIA PORTS	NERA	Fren. str.	—		MESSAGERIES MARITIMES	On 21st inst., at 5 P.M.
MARSEILLES, LONDON & VIA SINGAPORE, &C.	MISHIMA MARU	Jap. str.	—	S. Wada	NIPPON YUSEN KAISHA	To-morrow, at Noon.
VICTORIA, B.C., & SEATTLE VIA KEELUNG &c.	SHIDZUOKA MARU	Jap. str.	—	Deguchi	NIPPON YUSEN KAISHA	On 19th inst., at 4 P.M.
VICTORIA & TACOMA VIA MANILA & KEELUNG &c.	MEXICO MARU	Jap. str.	—	T. Jamaguchi	OSAKA SHOSEN KAISHA	On 23rd inst., at 3 P.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	—	A. J. Hall	CANADIAN PACIFIC R. CO.	On 8th Sept.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	KOREA	Am. str.	—	A. W. Nelson	PACIFIC MAIL S.S. CO.	To-day, at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHIYO MARU	Jap. str.	—		TOYO KISEN KAISHA	On 24th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHINA	Am. str.	—		PACIFIC MAIL S.S. CO.	On 31st inst., at Noon.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	NIPPON MARU	Jap. str.	—	A. G. Stevens	TOYO KISEN KAISHA	On 28th Sept. at 10.30 A.M.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	ANYO MARU	Jap. str.	—		TOYO KISEN KAISHA	On 10th Sept., at Noon.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	SUSAT	Brit. str.	—		THE BANK LINE, LIMITED	On 25th inst.
DELAGOA BAY, DURBAN, EAST LONDON, &c.	HITACHI MARU	Jap. str.	—	T. Sato	NIPPON YUSEN KAISHA	On 17th inst., at 5 P.M.
AUSTRALIAN PORTS VIA MANILA	ALDENHAM	Brit. str.	—	G. L. Smith	GIBB, LIVINGSTON & CO.	On 28th inst., at 11 A.M.
AUSTRALIAN PORTS VIA MANILA	TANGO MARU	Jap. str.	—	Soyeda	NIPPON YUSEN KAISHA	On 13th inst., at 10 A.M.
NAGASAKI, KOBE & YOKOHAMA	TJILATJAP	Dut. str.	—		JAVA-CHINA-JAPAN LINE	On 24th inst.
JAPAN	BUICHOW	Brit. str.	1 m.	Shane	BUTTERFIELD & SWIRE	On 13th inst., at 4 P.M.
WEIHAIWEI & TIENTSIN	SINKIANG	Brit. str.	1 m.	J. M. Smith	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI	LUCH OW	Brit. str.	1 m.	D. R. Davies	BUTTERFIELD & SWIRE	On 15th inst., at D'light.
SHANGHAI	CHOYSANG	Jap. str.	—	S. Homlwood	JARDINE, MATHESON & CO., LD.	On 16th inst., at D'light.
SHANGHAI	NOVARA	Brit. str.	—	H.R. Hetherington, R.N.R.	P. & O. S. N. Co.	About 14th inst.
SHANGHAI	KWONGSANG	Jap. str.	—	W. F. Bichard	JARDINE, MATHESON & CO., LD.	On 19th inst., at D'light.
SHANGHAI	JAPAN	Brit. str.	—	C. P. Sedden	DAVID SASSOON & CO., LTD.	On 23rd inst.
SHANGHAI, KOBE & MOJI	CORDILLERE	Fren. str.	—		MESSAGERIES MARITIMES	On 23rd inst.
SHANGHAI, KOBE & YOKOHAMA	NORE	Brit. str.	—	D. Asbury	P. & O. S. N. Co.	About 26th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SOSHU MARU	Jap. str.	—	A. Kobayashi	OSAKA SHOSEN KAISHA	On 18th inst., at 10 A.M.
ANPING & TAKAO VIA SWATOW & AMOY	KAIJO MARU	Jap. str.	—	Y. Yamamoto	OSAKA SHOSEN KAISHA	On 19th inst., at Noon.
TAMSUI & KEELUNG VIA SWATOW & AMOY	CHUSAN	Brit. str.	—	Robertson	JARDINE, MATHESON CO., LD.	To-day, at Noon.
SWATOW & BANGKOK	HAICHING	Brit. str.	2 h.	J. S. Thomson	DOUGLAS LAPRAIK & CO.	On 15th inst., at 3 P.M.
SWATOW, AMOY & FOOCHOW	HAIMUN	Brit. str.	2 h.	A. H. Stewart	DOUGLAS, LAPRAIK & CO.	On 17th inst., at 3 P.M.
SWATOW, AMOY & FOOCHOW	TAMING	Brit. str.	1 m.	S. Tokushige	BUTTERFIELD & SWIRE	To-day, at 10 A.M.
MANILA, CEBU & ILOILO	LOONGSANG	Brit. str.	—	W. G. G. Leask	JARDINE, MATHESON & CO., LD.	On 14th inst., at 3 P.M.
MANILA	YUENSANG	Brit. str.	—	P. Rolfe	JARDINE, MATHESON & CO., LD.	On 21st inst., at 3 P.M.
MANILA	KAMAKURA MARU	Jap. str.	—	Kawabara	NIPPON YUSEN KAISHA	On 16th inst.
BOMBAY VIA SINGAPORE MALACCA & COLOMBO	SHINKOKU MARU	Jap. str.	—		OSAKA SHOSEN KAISHA	On 17th inst., at 7 A.M.
BOMBAY VIA S'PORE, PORT S'HAM, PENANG & COLOMBO	ONSANG	Brit. str.	—		JARDINE, MATHESON & CO., LD.	To-day, at 3 P.M.
SINGAPORE	SANGOLA	Brit. str.	—	Milne, R.N.R.	DAVID SASSOON & CO., LD.	On 18th inst.
SINGAPORE, PENANG, RANGOON & CALCUTTA	MADAWASKA	Brit. str.	—		THE BANK LINE LTD.	On 25th inst.
MAURITIUS & SOUTH AFRICAN PORTS	TJIBODAS	Dut. str.	—		JAVA-CHINA-JAPAN LINE	To-morrow.
BATAVIA, CHERIBON, SAMARANG, &c.	HINSANG	Brit. str.	—	A. Kennedy	JARDINE, MATHESON & CO., LD.	On 14th inst., at Noon.
SANDAKAN	MAUSANG	Brit. str.	—	R. A. Matthews	JARDINE, MATHESON & CO., LD.	On 18th inst., at Noon.
SANDAKAN	KEIJO MARU	Jap. str.	—	Imaizumi	OSAKA SHOSEN KAISHA	On 14th inst., at 10 A.M.
HAIPHONG & PAKHOI	LOKSANG	Brit. str.	—	W. D. Ritchie	JARDINE, MATHESON & CO., LD.	To-morrow, at 6 A.M.
HOIHOW & HAIPHONG	SUNGKIANG	Brit. str.	1 m.	J. Robertson	BUTTERFIELD & SWIRE	On 15th inst., at D'light.
HAIPHONG						

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SINGAPORE	"ONSANG"	Wed'day, 11th Aug., 3 P.M.
HOIHOW and HAIPHONG	"LOKSANG"	Thursday, 12th Aug., 6 A.M.
‡ SANDAKAN	"HINSANG"	Saturday, 14th Aug., Noon.
* MANILA	"LOONGSANG"	Saturday, 14th Aug., 3 P.M.
† SHANGHAI	"CHOYSANG"	Sunday, 15th Aug., D'light.
‡ SANDAKAN	"MAUSANG"	Wed'day, 18th Aug., Noon.
† SHANGHAI	"KWONGSANG"	Thursday, 19th Aug., D'light.
* MANILA	"YUENSANG"	Saturday, 21st Aug., 3 P.M.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "YATSHING," "KUMSANG," and leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning same direct to Hongkong. Time occupied 6 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtsze, Chefoo, Tsin, Dalny, W'sui, N'chwang, Vladivostock and Labuan.

‡ Taking Cargo on Through Bills of Lading to Kudat, Labad Datu, Simporna, Tawao, Usukan

Telephone No. 215, Sub. Exch 4.

Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS

Hongkong 11th August, 1915 16

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD., AGENTS.

Telephone No. 215.

Hongkong, 16th April, 1915. [25

R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

HOMEWARD.

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For Freight and Further Particulars, apply to JARDINE, MATHESON & Co., LTD., AGENTS.

Telephone No. 215 Sub. Ex. 10.
Hongkong, 23rd July, 1915. 24

PACIFIC MAIL S.S. CO.

OPERATING MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons
KOREA 18000 tons SIBERIA 18000 tons
CHINA 10200 tons NILE 10000 tons
PERSIA 9000 tons.

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

KOREA ..... Sailing WED'DAY, 11th Aug., at 1 P.M.
SIBERIA ..... " TUESDAY, 17th Aug., at 1 P.M.
CHINA (via Manila) " TUESDAY, 31st Aug., at Noon.
MANCHURIA " TUESDAY, 7th Sept., at 1 P.M.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Morosi, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—salt water swimming tank, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip.

The Safety and Comfort of Patrons is Our First Consideration

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT, KING'S BUILDINGS.

TEL. No. 141. [13

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS TO UNITED KINGDOM AND CONTINENT.

For	Steamer	Sails.
LONDON	"KANDAHAR"	On 25th Aug.
LONDON	"BLOEMFONTEIN"	On 22nd Sept.

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD., GENERAL AGENTS. [383

Hongkong, 9th August, 1915.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON AUSTRALIA, ADEN, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMERICAN CONTINENTAL, AND SOUTH AFRICA PORTS.

THE Steamship "MALTA," Captain C. C. Talbot, R.N.R., carrying His Majesty's Mails, will be despatched from this port on SATURDAY, the 14th August, 1915, at NOON, taking Passengers and Mails for the above Ports, in connection with the Co.'s s.s. "PERSIA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail—Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the s.s. "MOOLTAN," due in London on the 26th Sept., 1915.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 3 st July, 1915. [1

HONGKONG—NEW YORK.

AMERICAN ASIATIC S.S. CO.

FOR BOSTON AND NEW YORK.

S.S. "INDRAWADI," On or about 15th Aug.

For Freight and further particulars, apply to—

SHEWAN, TOMES & Co., General Agents.

Hongkong, 30th July, 1915. [774

FOR VANCOUVER AND SEATTLE

THE S.S. "SEIKO MARU" will be despatched about the end of August.

The s.s. "GISHUN MARU" will be despatched about the Middle of September.

For Freight and further particulars, apply to JARDINE, MATHESON & Co., LTD., Agents

Hongkong, 5th August, 1915. [782

REGULAR STEAMSHIP SERVICE.

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK, VIA PANAMA CANAL.

S.S. "SHIMOSA," on or about 31st August.

For Freight and further information, apply to—

DODWELL & Co., LTD., Agents.

Hongkong, 7th August, 1915. [336

C. P. R.

THE Canadian Pacific Railway Co. will despatch the Steamship

"MONTEAGLE"

from HONGKONG on the following dates:

WEDNESDAY, 8th Sept.
SATURDAY, 6th Nov.

for VANCOUVER via the usual Ports of Call.

For Freight or Passage, apply—

D. W. CRADDOCK, General Traffic Agent.

Hongkong, 10th August, 1915. [850

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 10th.

	Previous Day at 2 p.m.	On Date at 8 a.m.	On Date at 2 p.m.
Barometer	29.57	29.61	29.61
Temperature	90	84	87
Humidity	73	84	76
Wind Direction	SW	SW	SW
" Force	4	2	4
Weather	0	0	0
Rain	—	0.45	—

Highest open air Temperature on 9th — 90
Lowest open air Temperature on 9th — 84

HONGKONG TIDE TABLE.

From 11th to 17th August.

Days of Week	Days of Month	High Water H'kong. Mean Time	High Water Height	Low Water H'kong. Mean Time	Low Water Height
		h. m.	ft. in.	h. m.	ft. in.
Wed.	11	m 8 40	7 6	m 2 26	3 2
		10 17 a	4 4	4 6 a	0 6
Thurs.	12	m 9 20	7 5	m 3 5	2 8
		10 33 a	4 6	4 38 a	0 8
Fri.	13	m 10 2	7 3	m 3 45	2 6
		10 58 a	4 9	5 9 a	1 1
Satur.	14	m 10 46	6 8	m 4 23	2 4
		11 25 a	5 2	5 39 a	1 6
Sun.	15	m 11 33	6 2	m 5 16	2 3
				6 8 a	2 1
Mon.	16	m 0 1	5 5	m 6 16	2 3
		0 28 a	5 5	6 36 a	2 6
Tues.	17	m 0 44	5 8	m 7 36	2 4
		1 10 a	4 7	7 2 a	3

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	NOVARA Capt. H. E. Hetherington, R.N.R.	About 14th Aug.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	MALTA Capt. C. C. Talbot, R.N.R.,	9 A.M. 14th Aug.	See Special Advertisement
SHANGHAI, MOJI, KOBE and YOKOHAMA	NORE Capt. D. Asbury,	About 26th Aug.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	NOVARA Capt. H. E. Hetherington, R.N.R.	About 27th Aug.	Freight and Passage

All the above Steamers are fitted with Wireless Telegraphy.

Subject to immediate alteration without Notice.

For Further Particulars apply to:—

E. A. HEWETT,
Superintendent.

Hongkong, 9th August, 1915. [1

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO	"TAMING"	On 11th Aug., 10 A.M.
SWATOW and BANGKOK	"CHUSAN"	On 11th Aug., Noon.
SHANGHAI	"SINKIANG"	On 12th Aug., 4 P.M.
WEIHAIWEI & TIENTSIN	"HUICHOW"	On 13th Aug., 4 P.M.
SHANGHAI	"LUCHOW"	On 15th Aug., D'light.
HAIPHONG	"SUNGKIANG"	On 15th Aug., D'light.

DIRECT SAILINGS TO WEST RIVER. Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft on "TAMING" and "TEAN."

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. S.S. "ANHUI," "CHENAN," "LIANGCHOW," "LUCHOW," "YINGCHOW," and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 14th August, 1915. TELEPHONE 36. 4

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW
AND RETURN.
(Occupying at 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. J. S. Thomson	FRIDAY, 13th Aug., at 3 P.M.
"HAIMUN"	Capt. A. H. Stewart	TUESDAY, 17th Aug., at 3 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 7th August, 1915. 3

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS; SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "JAPAN," 6,013 tons, Captain C. P. Sedden, will be despatched for SHANGHAI, KOBE and MOJI on 23rd August.

WESTWARD

S.S. "SANGOLA," 5,182 tons, Capt. Milne, R.N.R. will be despatched for SINGAPORE, PENANG, RANGOON and CALCUTTA on 18th August.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS.

Hongkong, 11th August, 1915. 29

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA

MANILA SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	23rd Aug.,	On 28th Aug., 11 A.M.
ST. ALBANS	13th Sept.,	On 17th Sept., 11 A.M.
EMPIRE		On 6th Oct., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.
For further particulars, apply to

GIBB, LIVINGSTON & CO.,
AGENTS. 23

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Displacement Tons and Speed	Leave Hongkong.
CHIYO MARU	22,000—21 knots	TUES., 24th Aug.
TENYO MARU	22,000—21 knots	TUES., 14th Sept.
*NIPPON MARU	11,000 — 18 knots	TUESDAY, 28th Sept.
SHINYO MARU	22,000—21 knots	TUES., 12th Oct.

* Via MANILA, Omitting Shanghai.

Steamer via Shanghai leaves at Noon.
" " Manila " at 10.30 A.M.

FIRST CLASS TO LONDON £71.10...RETURN (6 MONTHS) £120.
" " " NEW YORK £60. ... " " £96.10.
" " " SAN FRANCISCO £45. ... " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, LOS ANGELES, SALINA CRUZ, PANAMA, CALLAO IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
ANYO MARU	18,500—15 knots	Friday, 10th Sept.

For Full Particulars as to Passage and Freight, apply to—

K. DOI, ACTING AGENT,
King's Building.

TELEPHONE 291. [216

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

For	Steamer	To Sail.
SHANGHAI, KOBE AND YOKOHAMA (Without Transhipment)	CORDILLERE	On 23rd August.

HOMEWARD

MARSEILLES VIA SAIGON and PORTS (Without Transhipment)	NERA	On 21st Aug. at 5 P.M.

ALL STEAMERS FITTED WITH WIRELESS.
Weekly branch line from Saigon to Haiphong.
Branch line connecting every four weeks at Colombo, for Calcutta.
State Rooms 1st, 2nd and 3rd Classes.
Return Tickets to Europe available two years.
Return Tickets to Intermediate Ports available six months.
Special SUMMER Return Tickets (1st Class) for Japan to be used between 1st June and 31st October, 1915:—
TO KOBE $135. TO YOKOHAMA $150.
For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE

In Connection with

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY Co.

For VICTORIA AND TACOMA VIA MANILA, KEELUNG, MOJI, KOBE, YOKKAICHI AND YOKOHAMA

Steamer	Captain	Leaving
"MEXICO MARU"	T. Jamaguchi...	MONDAY, 23rd Aug., at 3 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
"SHINKOKU MARU"	——	TUESDAY, 17th Aug., at 7 A.M.

FOR TAMSUI AND KEELUNG VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIJO MARU"	Y. Yamamoto	THURSDAY, 19th Aug. at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	A. Kobayashi	WED'DAY, 18th Aug., at 10 A.M.

FOR HAIPHONG VIA PAKHOI.

Steamer	Captain	Leaving
"KEIJO MARU,"	IMAIZUMI	SATURDAY, 14TH AUG., 10 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.
These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).
For FURTHER INFORMATION, apply to

H. YAMAUCHI,
MANAGER,
Second Floor, No. 7, Queen's Building.

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NIPPON YUSEN KAISHA
THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS AND DISPLACEMENT TONS	SAILING DATES
MARSEILLES and LONDON VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	§ MISHIMA MARU Capt. S. Wada, 16,000	THURSDAY, 12th Aug., at Noon.
	§ SUWA MARU Capt. Murai, 21,000	THURSDAY, 26th Aug, at Noon.
VICTORIA, B.C. and SEATTLE VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	§ SHIDZUOKAMARU Capt. Toziwa 12,500	THURSDAY, 19th Aug. at 4 P.M.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	§ HITACHI MARU Capt. Tominaga, 13,500	TUESDAY, 17th August, at P.M.
	§ TANGO MARU Capt. Soyeda, 13,500	FRIDAY, 13th Sept., at 4 P.M.
CALCUTTA VIA SINGAPORE PENANG and RANGOON		
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO	KAMAKURA MARU Capt. Kiwabara, 12,500	MONDAY, 16th Aug.
SHANGHAI MOJI and KOBE		
SHANGHAI—KOBE and YOKOHAMA		
NAGASAKI, KOBE and YOKOHAMA	TANGO MARU Capt. Soyeda, 13,500	SATURDAY, 14th Aug., at 10 A.M.
SHANGHAI KOBE and YOKOHAMA		

§ Wireless Telegraphy.

SOME PRINCIPAL FARES.

To London	1st	Single	Yen	600.	To Marseilles	1st	Single	Yen	550.
" "	"	Return	"	900.	" "	"	Return	"	825.
" "	2nd	Single	"	400.	" "	2nd	Single	"	360.
	"	Return	"	605.	" "	"	Return	"	550.

To London, Southampton, Liverpool via New York £60.13.0
" " " " Montreal £60.3.0
To Victoria, Vancouver, Seattle, 1st Single £25.
" " " " 1st Return £37.10.
To Sydney, 1st Single £40. To Melbourne, 1st Single £41.
" " 1st Return £72. " " 1st Return £73.16.
To Yokohama, 1st Return $150. To Kobe, 1st Return $135.
" " 2nd " $90. " " 2nd " $83.

ROUND-THE-WORLD, YEN 1,045.

For Further Information as to Freight Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1941. 5

PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS
FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer leaves YOKOHAMA	Steamers to COLOMBO	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at LONDON
p.m.		about	about Noon			
——	MALTA	Aug. 9	Aug. 14	PERSIA	Sept. 11	Sept. 18
——	NOVARA	Aug. 23	Aug. 27	MOREA	Sept. 25	Oct. 2
——	SARDINIA	Sept. 5	Sept. 10	MALOJA	Oct. 9	Oct. 16
Sept. 13	NANKIN	Sept. 19	Sept. 24	ARABIA	Oct. 23	Oct. 30
——	MALTA	Oct. 4	Oct. 9	MOLDAVIA	Nov. 6	Nov. 13
——	NOVARA	Oct. 17	Oct. 22	KHYBER	Nov. 20	Nov. 27
Oct. 25	SARDINIA	Nov. 1	Nov. 6	MEDINA	Dec. 4	Dec. 11
Nov. 8	NANKIN	Nov. 14	Nov. 19	MONGOLIA	Dec. 18	Dec. 25

Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES

The Fares to London and Marseilles are as follows:—

				LONDON		
1st Saloon	"A"	Accommodation	Single	£70.	Return	£105.
	"B"	"	"	£64.	"	£96.
2nd Saloon	"A"	"	"	£48.	"	£72.
	"B"	"	"	£44.	"	£66.
				MARSEILLES		
1st Saloon	"A"	Accommodation	Single	£66.	Return	£99.
	"B"	"	"	£60.	"	£90.
2nd Saloon	"A"	"	"	£46.	"	£69.
	"B"	"	"	£42.	"	£63.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGER AT REDUCED RATES
PROPOSED SAILINGS.

STEAMERS.	Leave Y'HAM	Leave SHANGHA	Leave H'KONG.	Leave S'PORE.	Due at M'SEILLES, if calling	Due at LONDON
	about	about	about	about	about	about
NORE	Sept. 13	Sept. 23	Sept. 29	Oct. 5	Nov. 5	Nov. 14
NELLORE	Oct. 25	Nov. 4	Nov. 10	Nov. 16	Dec. 15.	Dec. 23
NAGOYA	Nov. 8	Nov. 18	Nov. 24	Nov. 30	Dec. 30	1916. Jan. 7

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO
FARES TO LONDON:
1st Saloon £54 Single £81 Return, 2nd Saloon £38 Single: £57 Return
FARES TO MARSEILLES:
1st Saloon £50 Single, 2nd Saloon £36 Single.
All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.
Owing to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered without Notice.
For Further Particulars apply to

E. A. HEWETT,
SUPERINTENDENT.

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POST OFFICE NOTICE.

Ships in communication with Cape D'Aguilar Radio Telegraph Station :—

Eastern
Yasaka Maru
Awa Maru

INWARD MAILS.

From	Per	Date
Europe (English Mail) ...	*Nowara* ...	15th inst.

OUTWARD MAILS.

For	Per	Date
Philippine Islands ... Swatow and Bangkok ...	*Taming* ... *Chinsan* ...	Wednesday, 11th. 9.00 A M; Wednesday, 11th, 10.00 A M
Shanghai, North China, Japan via Nagasaki, Honolulu, United States, South America and Canada via San Francisco, and United Kingdom via Canada ... (EUROPE via SIBERIA)	*Korea* ...	Wednesday, 11th, Registration... 11.15 A M; Letters ... Noon
(Shanghai Brit. P.O. Saturday, 14th inst. Swatow and Bangkok ... Straits ... Hoihow and Haiphong ...	*Drufar* ... *Onsang* ... *Loksang* ...	Wednesday, 11th, 1.00 P M; Wednesday, 11th, 2.00 P M; Wednesday, 11th, 5.00 P M
Chingwantao ... Straits, Ceylon, Port Said Marseilles & London	*Wimbledon* ...	Thursday, 12th, 11.00 A M
Batavia, Semarang, Sourabaya, Macassar and Port Moresby (via Batavia)	*Mishima Maru* ... *Tjibodas* ...	Thursday, 12th, 11.00 A M; Thursday, 12th, 2.00 P M
SHANGHAI and NORTH CHINA (EUROPE via SIBERIA) ... (Shanghai British P.O. Tuesday, 17th inst.)	*Sinkiang* ...	Thursday, 12th, Registration ... 2.15 P M; Letters ... 3.00 P M
Japan via Nagasaki... Swatow, Amoy and Foochow ... Weihaiwei and Tientsin ...	*Tango Maru* ... *Haiching* ... *Haichow* ...	Friday, 13th 9.00 A M; Friday, 13th, 2.00 P M; Friday, 13th, 3.00 P M
Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden Egypt and Europe ... The Parcel Mail will be closed on Friday, 13th inst., at 3 P.M.	*Malta* ...	Friday, 13th, Registration... 4.15 P M; Letters ... 5.00 P M
Sandakan ... Philippine Islands ... Haiphong ... Shanghai and North China ... Shanghai, and North China ... (EUROPE VIA SIBERIA) (Shanghai Brit. P.O. Tuesday, 17th inst.)	*Hirsang* ... *Loongsang* ... *Sangkang*... *Chenyang* ... *Luchow* ...	Saturday, 14th, 11.00 A M; Saturday, 14th, 2.00 P M; Saturday, 14th, 5.00 P M; Saturday, 14th, 5.00 P M; Saturday, 14th, Registration... 4.15 P M; Letters ... 5.00 P M
Philippine Islands, Australia, New Zealand and New Guinea via Thursday Island ..	*Hitachi Maru*	Tuesday, 17th, Registration... 3.15 P M; Letters... ... 4.00 P M
Swatow, Amoy and Foochow ... Formosa via Keelung, Shanghai, North China, Japan via Moji, Victoria, B.C., Seattle, Wash., and United Kingdom via Canada ... Australia, Tasmania, New Zealand, via Port Darwin, and New Guinea via Thursday Island ...	*Haimun* ... *Shidzuoka Maru*	Tuesday, 17th, 2.00 P M; Thursday, 19th, Registration ... 2.15 P M; Letters... ... 3.00 P M
Philippine Islands, Australia, Tasmania, New Zealand via Port Darwin and New Guinea via Thursday Island ... Shanghai, North China, Japan via Moji, Victoria, Vancouver and United Kingdom via Canada. ... (EUROPE via SIBERIA) (Shanghai Brit. P.O. Saturday, 11th Sept.)	*Aldenham*... *Changsha*	Saturday, 28th, Registration ... 9.15 A M; Letters 10.00 A M; —SEPTEMBER:— Wednesday, 1st, Registration ... 10.15 A M; Letters ... 11.00 A M
	Monteagle ...	Wednesday, 8th, Registration ... 10.15 A M; Letters ... 11.00 A M

LOCAL AND REGULAR MAILS OUTWARD.

For	On Week-Days	On Sundays & Holidays
Tai O ...	10.00 A.M.	—
Tai Po ...	10.00 A.M. 4.00 P.M.	9.00 A.M.
Cheung Chow ...	2.00 P.M.	—
Sastankok, Shatin and Shenngshui ...	4.00 P.M.	—
Aberdeen, Autau, Ping Shan, Sai Kung, Santin, Stanley ...	4.30 P.M.	—
Canton, Wuchow and Sam Shui ...	7.30 A.M. Regis. 5.00 P.M. Letters 5.00 P.M.	5.00 P.M.
Macao ...	7.15 A.M. 1.30 P.M.	8.15 A.M.
Kongmoon ...	6.00 P.M. Except Saturdays	5.00 P.M.
Namtau and Sanmei ...	5.00 P.M.	5.00 P.M.
Shamchun ...	10.00 A.M. 4.00 P.M.	9.00 A.M.

From Sheungwan Western Branch P.O.

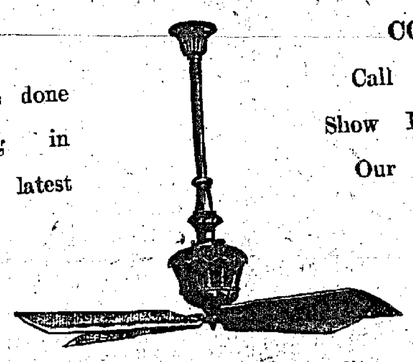
For	On Week-Days	On Sundays & Holidays
Canton ...	7.30 A.M. 9.30 P.M.	9.30 P.M.
Tai Ping Tung ...	7.00 A.M.	7.00 A.M.
Shek Ki ...	9.30 P.M.	9.30 P.M.
Kongmun ...	6.30 P.M.	6.30 P.M.
Kumchuk ...	6.00 P.M.	6.00 P.M.
Kaukong...	6.00 P.M. Except Saturdays.	6.00 P.M.

In the case of Mails closing before 9 a.m. a registration closes at 5 o'clock on the previous evening.

FANS! FANS!! FANS!!!

KEEP COOL.

It can be done by investing in one of our latest type desk or ceiling fans.



Call at our Show Room. Our fans keep the flag flying.

Ship Cabin Fans a Speciality.

WM. C. JACK & CO., LTD.,
14, Des Voeux Road Central.
ELECTRICAL ENGINEERS.
Telephone 3587

COMMERCIAL.

CLOSING QUOTATIONS.

August 10th,

On London:—	
Telegraphic Transfer	1/9 1/16
Bank Bills, on demand	1/9 3/8
Bank Bills, at 30 days' sight	1/9 1/16
Bank Bills, at 4 months' sight	1/9 3/16
Credits, at 4 months' sight	1/9 1/16
Documentary Bills 4 months' sight	1/9 1/16
On Paris:—	
Bank Bills, on demand	235½
Credits, at 4 months' sight	246
On Germany:—	
On demand	nom.
On New York:—	
Bank Bills, on demand	42⅛
Credits, at 60 days' sight	nom.
On Bombay:—	
Telegraphic Transfer	nom.
Bank, on demands	133½
On Calcutta:—	
Telegraphic Transfer	nom.
Bank, on demand	133½
On Shanghai:—	
Bank, at sight	78⅛
Private, 30 days' sight	nom.
On Yokohama:—On demand	86
On Manila:—On demand—Pesos	85½
On Singapore:—On demand	75½
On Batavia:—On demand	105⅞
On Haiphong:—On demand	9 % p.m.
On Saigon:—On demand	8½ % p.m.
On Bangkok:—On demand	87½
Sovereigns, Bank's Buying Rate	$11.25 n.
Gold Leaf, 100 fine, per tael	59
Bar Silver, per oz.	22 1/16d

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1914.
Revised by the Members.

PRICE ... ... $5.

Daily Press Office.
Hongkong, 23th February, 1915.

WARNING.

This is to give notice that the CANTON NANYANG BROTHERS TOBACCO COMPANY of Hongkong have entered into an undertaking with the BRITISH AMERICAN TOBACCO COMPANY, LTD., to WITHDRAW and DESTROY their "SAM HEE" Cigarette mark or label, as it is considered to so nearly resemble the label used by Messrs. W. D. & H. O. WILLS during the last 50 years on their World-renowned "THREE CASTLES" CIGARETTES, as to be calculated to deceive.

After the 10th instant, any person who sells, or exposes for, or has in his possession for sale, or any purpose of trade or manufacture, any "SAM HEE" or other Cigarettes to which a mark or label is applied resembling the "THREE CASTLES" mark, will be prosecuted.

BRITISH AMERICAN TOBACCO CO., LTD.,
18, Bank Buildings.

Hongkong, 9th August, 1915. [17

SHARE LIST.—QUOTATIONS.

Hongkong, 10th August, 1915.

Stocks.	No. of Shares.	Value	Paid up.	Closing Quotations Cash.	Return on basis of last div'd.
Banks.—					
Hongkong & S'hai. Bank. Corporation	120,000	$125	all	$840, sal. & buy. L'don	6½ p.c.
China Borneo Company, Limited ...	60,000	$12	all	$10, buyers	
China Light and Power Company, Ld. ...	50,000	$5	all	$4.10, buy./$4½, sal.	8½ p.c.
China Provident, Loan & Mortgage Co., Ld	50,000	$1	all	$8.70, buy./$8¾ sales	7½ p.c.
Cotton Mills.—	200,000	$10	all		
S'hai Cotton Manufacturing Co., Ld. ...	40,000	Tls. 50	all	Tls. 101	
Kung Yik Cotton S. & W. Co., Ld. ...	100,000	Tls. 10	all	Tls. 14¾	
International Cotton Manufing Co., Ld.	10,000	Tls. 75	all	Tls. 91, buyers	8½ p.c.
Laou Kung Mow Cotton S. & W. Co., Ld.	8,000	Tls. 100	all	Tls. 87½	
Soeyches' Cotton S. & W. Co., Ld. ...	20,000	Tls. 50	all	Tls. 45, buyers	
Ewo Cotton Spin'g. & Weaving Co., Ld	20,000	Tls. 50	all	Tls. 171, buy.	
Hongkong Cotton Spinning Co., Ld. (in Liquidation) ...	125,000	$10	all	$7.40, buyers	4½ p.c.
Dairy Farm Company, Limited ...	40,000	$7½	$6	$34	5 p.c.
Docks and Wharves.—					
H'kong. & Kowloon Wharf & G. Co., Ld.	60,000	$50	all	$79, sellers	4½ p.c.
H'kong. and Whampoa Dock Co., Ld. ...	50,000	$50	all	$75, sal. & buy.	
S'hai. Dock and Engineering Co., Ld.	55,700	Tls. 100	all	Tls. 57½, sellers	
S'hai. and Hongkew Wharf Co. Ld. ...	36,000	Tls. 100	all	Tls. 91	
Green Island Cement Co., Limited ...	400,000	$10	all	$8¼, sal. & sel.	7½ p.c.
Hongkong Electric Co., Limited ...	60,000	$10	all	$45½, sales	5 p.c.
Hongkong Hotel Company, Limited ...	20,000	$50	all	$116, buyers	5½ p.c.
Hongkong Ice Company, Limited ...	6,500	$25	all	$185	7½ p.c.
Hongkong Rope Manufacturing Co., Ld.	60,000	$10	all	$28½/29, sales	7 p.c.
Hongkong Tramway Co., Ld. ...	325,000	5/-	all	$5 5/-, sales	6 p.c.
Insurances.—					
Canton Insurance Office Co., Limited	10,000	$250	$50	$378, buyers	6 p.c.
China Fire Insurance Co., Limited ...	20,000	$100	$20	$155, buyers	7 p.c.
Hongkong Fire Insurance Co., Ld. ...	8,000	$250	$5	$400, buyers	7 p.c.
North-China Insurance Co., Limited	10,000	£15	£5	Tls. 165	
Union Insurance Society, Limited ...	12,400	$250	$100	$930, buyers	6½ p.c.
Yangtsze Insurance Association Ld ..	12,000	$100	$60	$240, (@ Ex 73	
Lands and Buildings.—					
H'kong. Land Invest. Agency Co., Ld	50,000	$100	all	$110, sal. & sel.	6½ p.c.
Hongkong Central Estate, Ld. ...	10,000	$100	all	$100	
Hongkong Land Reclamation Co., Ld.	25,000	$100	$75	$200	6 p.c.
Humphreys' Estate and Finance Co., Ld	150,000	$10	all	$6.30	7½ p.c.
Kowloon Land and Building Co., Ld.	5,000	$50	$30	$40, buyers	
Shanghai Land Investment Co., Ld. ...	78,000	Tls. 50	all	Tls. 102	5 p.c
West Point Building Co., Limited	12,500	$50	all	$71, buyers	
Maatschappij tot Mijn-, Bosch-en Landbouw exploitatie in Langkat ...	250,000	Gds. 10	all	Tls. 38, buyers	
Mining.—					
Chinese Engineering and M. Co., Ld...	1,000,000	£1	all	70/-, buyers	
Raub Australian Gold Mining Co., Ld	200,000	£1	all	3/-, sales	
Tronoh Mines, Limited ...	150,000	£1	all	29/6, buyers	8 p.c.
Peak Tramways Co., Limited ...	25,000	$10	all	$9, buyers	
	50,000	$10	$1	$0.80, buyers	
Refineries.—					
China Sugar Refining Co., Limited	20,000	$100	all	$112	
Luson Sugar Refining Co., Limited	7 000	$100	all	$46, sal. /46½ sel.	
Steamship Companies.—					
China and Manila Steamship Co., Ld...	30,000	$25	all	$0.40, buyers	
Douglas Steamship Co., Limited.	20,000	$50	all	$64, buyers	6 p.c.
H'kong., Canton & Macao S.B. Co., Ld.	80,000	$15	all	$20, buyers	4 p.c.
Indo-China Steam Navigation Co., Ld	60,000 pref. 60,000 def.	£5	all	(amb. $150, buy. pref. $54, buy. $55, sel. def. $96, buy.	
Shell Transport & Trading Co., Ld	4,047,600	£1	all	88/-, sal. & sel.	8 p.c.
Star Ferry Company, Limited ...	40,000	$10	all	$36½, sal. /$26½, buy.	5½ p.c.
South China Morning Post, Limited ..	6,000	$25	all	$28	
Steam Laundry Company, Limited ..	20,000	$5	all	$3, x. div. buyers	8½ p.c.
Stores and Dispensaries.—					
Powell, Wm., Limited ...	21,000	$7	all	$6½	7½ p.c
Watson & Co., A. S., Limited ...	90,000	$10	all	$6.50, buyers	9 p.c
Union Waterboat Co., Limited ...	50,000	$10	all	$18	6 p.c.

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1336	Tls. 787,200.	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, *Share Brokers.*

BANKS

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.
Head Office—London.

Paid-up Capital... ... ... £1,200,000
Reserve Fund £1,800,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

Wm. DICKSON,
Manager.

Hongkong, 8th June, 1914. [19

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.
Rules may be obtained on application.
INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.
Depositors may transfer at their option balances of $100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the Hongkong and Shanghai Banking Corporation,
N. J. STABB,
Chief Manager.

Hongkong, 2nd November, 1914. [19

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital $15,000,000
Reserve Funds:—
Sterling
2/-£1,500,000 at—$15,000,000
Silver $18,000,000
$33,000,000
Reserve Liability of Proprietors $15,000,000

Court of Directors.
Hon. Mr. D. Landale—Chairman.
W. L. Pattenden, Esq.—Deputy Chairman.
S. H. Dodwell, Esq. | P. H. Holyoak, Esq.
G. T. M. Edkins, Esq. | J. A. Plummer, Esq.
C. S. Gubbay, Esq. | Hon. Mr. E. Shellim.

Chief Manager:
Hongkong—N. J. Stabb.

Manager:
Shanghai—A. G. Stephen.

London Bankers:
London County and Westminster Bank, Limited.

Hongkong Interest Allowed.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.
On Fixed Deposits.
For 3 months, 2½ per cent. per Annum.
" 6 " 3½ " "
" 12 " 4 " "

N. J. STABB,
Chief Manager.

Hongkong, 11th November, 1914. [9

INTERNATIONAL BANKING CORPORATION.

Head Office:—Wall Street, New York.
London Office:—Bishopsgate, E.C.

CAPITAL PAID-UP (U.S. Gold) $3,250,000
RESERVE FUNDS 4,120,000
(Gold) $7,370,000

All kinds of FOREIGN and LOCAL BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.

N. S. MARSHALL,
Manager.

9, Queen's Road,
Hongkong, 12th May, 1915. 784

THE BANK OF CHINA, GOVERNMENT BANK

(Specially authorised by Presidential Mandate of 15th April, 1912.)

Authorised Capital ..... $69,000,000.
Paid-up Capital ..... $19,000,000.

HEAD OFFICE: PEKING.

BRANCHES AND SUB-BRANCHES
Shanghai: Nanking: Chinkiang, Yangchow, Wuhsieh, Wuhu, Anching, Taitung, Tsinkiangpo, Soochow. Hankow: Shashi, Ichang, Nanchang. Tientsin: Paoting, Tengchow, Lungkhsien, Tsangchow, Hsingtai. Hangchow: Wenchow, Shaohsin, Chinhsien, Lanchi, Huchow, Ningpo. Kaifeng: Chengteh, Sinyang, Loho, Chowkou. Tsinan: Chowtsun, Tonhsien, Linchi, Lintsing, Tsinien, Yihtuh, Huiming, Chofoo, Tsingtao. Taiyuan: Yuncheng. Foochow. Changchun: Kirin, Moukden, Newchwang, Dairen, Harbin, Tsitsihar, Tieling, Chinchow, Antung. Canton. Kuiyang. Peking: Kuehua, Suiyuanheng, etc., etc.

CANTON BRANCH:
Interest allowed on current account and Fixed Deposits. Terms on application. Every description of Banking business transacted; loans granted on approved securities. Special facilities for Home exchange.

Hongkong, 13th October, 1914. {754

BANKS

THE BANK OF TAIWAN, LIMITED

(Incorporated by Special Imperial Charter).

Capital Subscribed ... ... Yen 20,000,000
Capital Paid-up ... ... " 12,500,000
Reserve Funds ... ... " 3,970,000

President: Kazuyoshi Yagiu, Esq.
Vice-President: Kojuro Naragawa, Esq.

Directors.
Iyetoshi Sada, Esq.
Kyoroku Yamanari, Esq.
Shingo Minami, Esq.

HEAD OFFICE
TAIPEH, FORMOSA (TAIWAN).

Branches and Agencies.

Akou	Kagi	Makung	Taichu
Amoy	Karenko	Osaka	Tainan
Canton	Keelung	Shanghai	Taito
Foochow	Kiukiang	Singapore	Takow
Giran	Kobe	Shinchiku	Tamsui
Hongkong	London	Swatow	Tokyo

London Bankers:—
Parr's Bank,
Yokohama Specie Bank.

Correspondents at Cheribon, Choshu, Dairen, Fusan, Hoilo, Jolo, Macassar, Mukden, Moji, Nagasaki, Nagoya, Semarang, Seoul, Shimonoseki, Sourabaya, Tientsin, Yokohama, Zamboanga.

HONGKONG OFFICE:
3, Des Voeux Road.

The Bank Transacts Every Description of General Banking and Exchange Business.
Interest allowed on Current Accounts and Fixed Deposits.

Y. KIKUCHI,
Manager.

Hongkong, 5th August, 1915. [658

NEDERLANDSCH-INDISCH HANDELSBANK
(Netherlands India Commercial Bank.)

Established 1863.

Authorised Capital Fl. 30,000,000 (£2,500,000)
Paid-up Capital...Fl. 19,943,000 (£1,662,000)
Reserve Fund ..... Fl. 7,777,750 (£648,100)

Head Office: AMSTERDAM.
Head Agency: BATAVIA.

LONDON BANKERS:
The Williams Deacons Bank.
Swiss Bankverein.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. A. DUNLOP, Manager,
No. 8, Des Voeux Road Central.

Hongkong, 4th August, 1915. [12

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital £1,500,000
Subscribed " 1,125,000
Paid-up " 562,500
Reserve Fund 500,000

Bankers:
Bank of England,
and
London Joint Stock Bank, Limited.

Every description of Exchange business transacted.
INTEREST allowed on Current Account at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

C. T. BEATH,
Acting Manager.

Hongkong, 17th July, 1915. [755

Printed and Published by Henry Adolphus Cartwright, for The Hongkong Daily Press, Ltd., at 10A, Des Voeux Road Central, Victoria, Hongkong. London Office: 30, Fleet Street, E.C.